Administration Report on Railways in India for 1916-17 (Vols. I & II)

00134508

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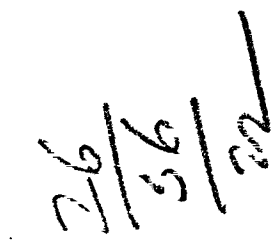

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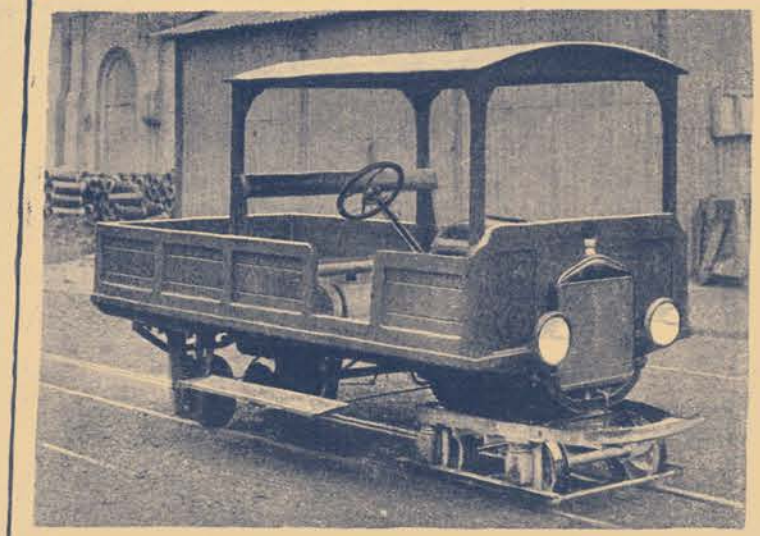

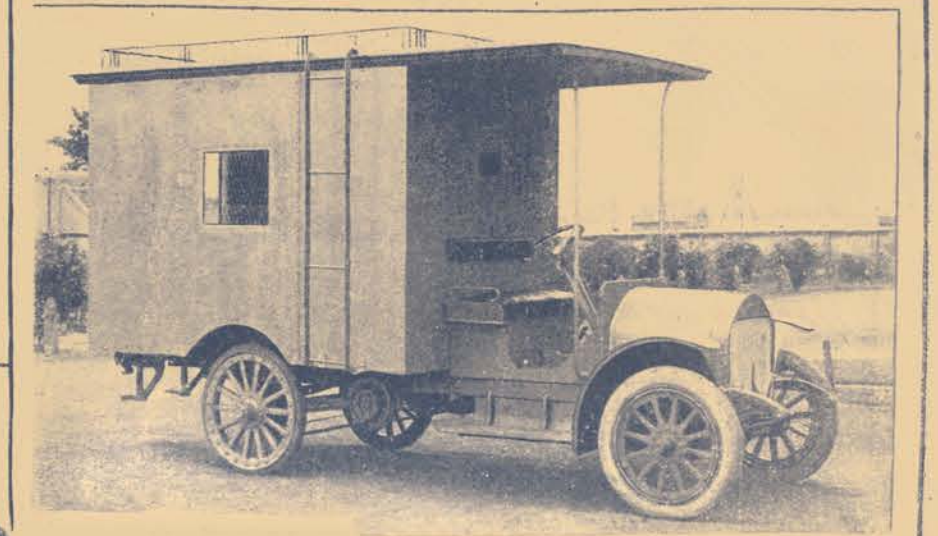

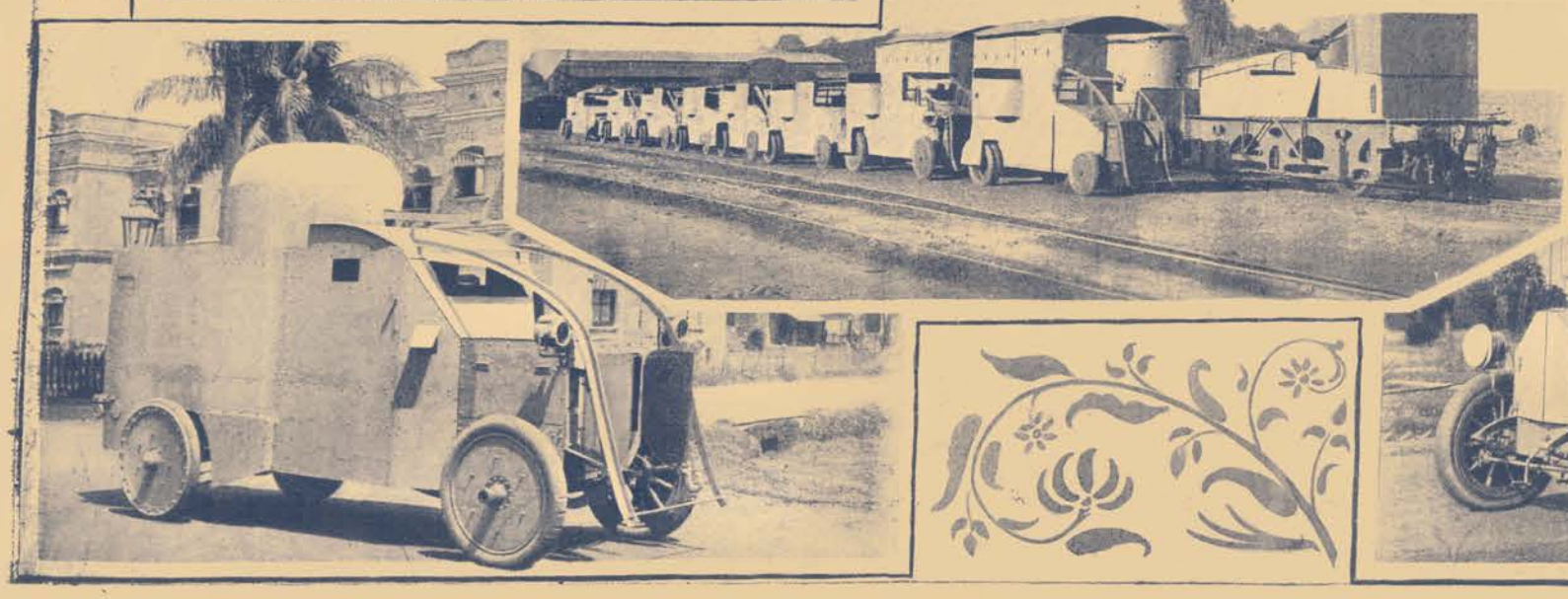

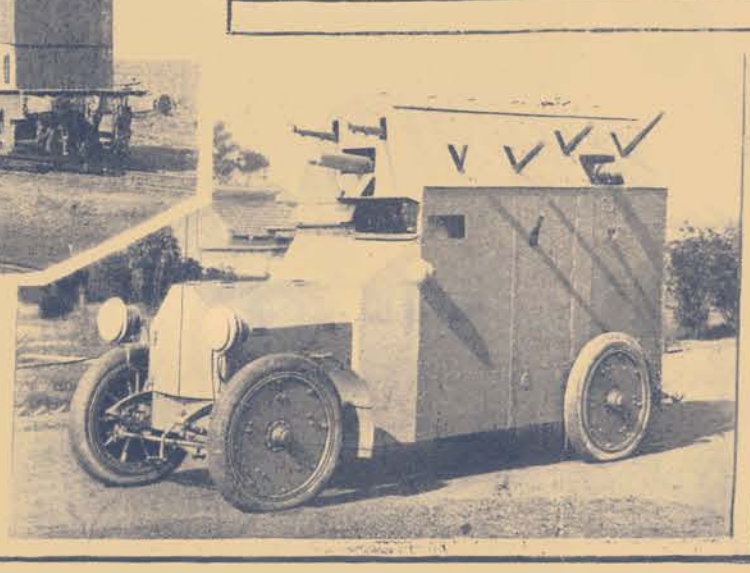

Motor Vehicles adapted in Railway Workshops to War purposes.

RAILWAY DEPARTMENT

GOVERNMENT OF INDIA

RAILWAY BOARD

Railways in India

Administration Report for the year

1916-17

134568

VOLUME I

(REPORT)

00134508

SIMLA
GOVERNMENT CENTRAL PRESS
1918

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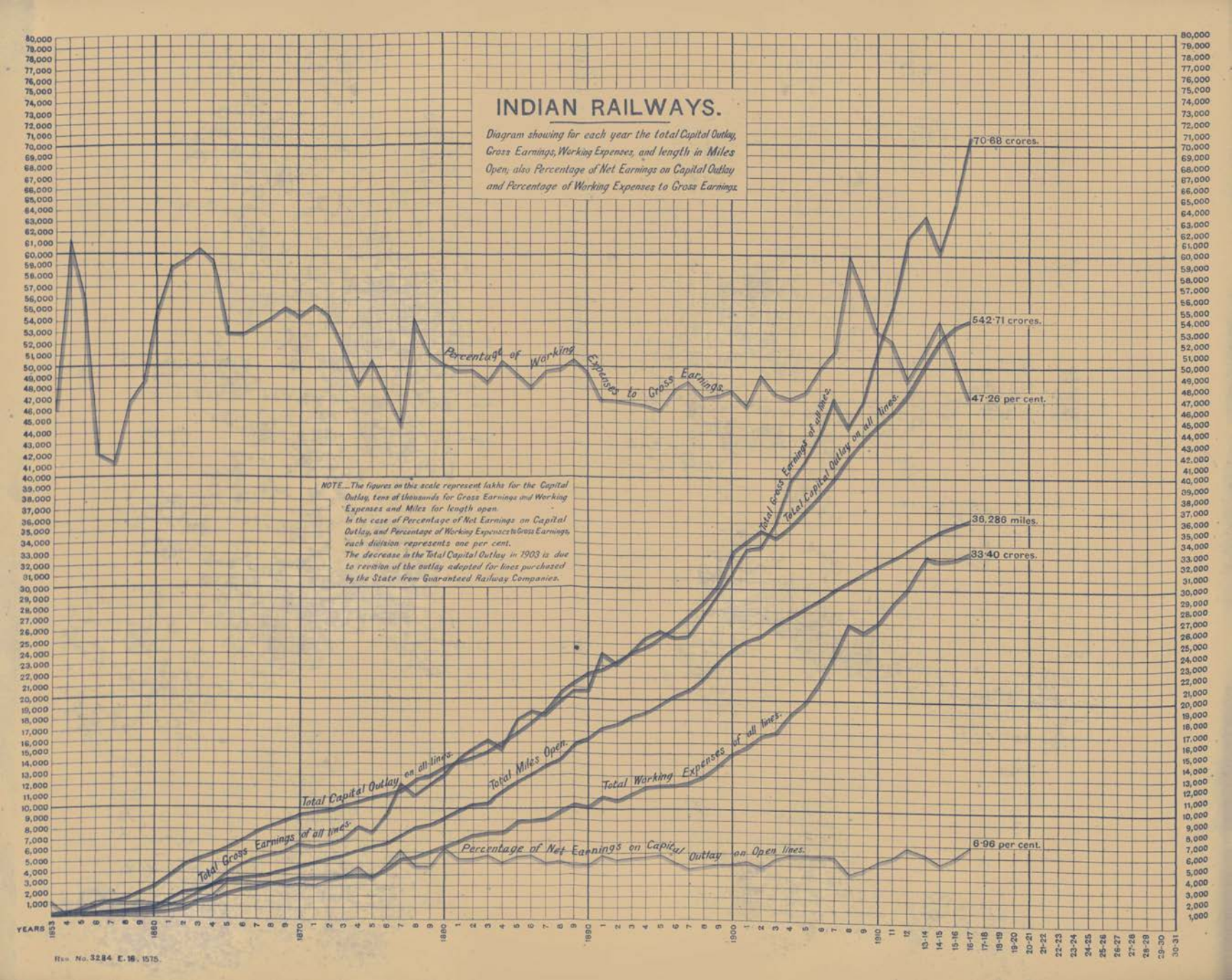
APPENDICES .. ... Volume II.

Note on Indian Currency.

For the information of foreign readers of this report, who are unaccustomed to the use of Indian currency and units, it may be mentioned that Rs. 1,00,000, a "lakh" of rupees, is the equivalent, at the now normal rate of Rs. 15 to the pound sterling, of £6,666. A "crore" of rupees is 100 lakhs, Rs. 1,00,00,000 and is therefore equal to £666,666, or £ ⅔ million sterling. An anna is one-sixteenth part of a rupee, equal to one penny; and a pie is one-twelfth part of an anna and is thus the equivalent of one-third of a farthing.


INDIAN RAILWAYS.
Diagram showing for each year the total Capital Outlay, Gross Earnings, Working Expenses, and length in Miles Open; also Percentage of Net Earnings on Capital Outlay and Percentage of Working Expenses to Gross Earnings.
NOTE.—The figures on this scale represent lakhs for the Capital Outlay, tens of thousands for Gross Earnings and Working Expenses and Miles for length open.
In the case of Percentage of Net Earnings on Capital Outlay, and Percentage of Working Expenses to Gross Earnings, each division represents one per cent.
The decrease in the Total Capital Outlay in 1903 is due to revision of the outlay adopted for lines purchased by the State from Guaranteed Railway Companies.
70·68 crores.
542·71 crores.
47·26 per cent.
36,286 miles.
33·40 crores.
6·96 per cent.
Total Capital Outlay on all lines.
Total Gross Earnings of all lines.
Total Miles Open.
Total Working Expenses of all lines.
Percentage of Net Earnings on Capital Outlay on Open lines.
Percentage of Working Expenses to Gross Earnings.
YEARS

Rep. No. 3284 E. 16. 1575.

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE YEAR

1916-17.

Introductory.

This report deals with the second complete year during the whole of which war conditions have prevailed. The reduced scale of expenditure both under Capital and Revenue Renewals which formed a feature of last year's programme is again reflected in this year's figures. Owing to the extraordinary demand for railway materials in the different theatres of war and the consequent diversion of supplies on which our railway works in India are still largely dependent, it is inevitable that a great part of the necessary renewals and improvements on all lines must continue to be deferred till normal conditions supervene. The figures of gross earnings on the other hand again show an increase mainly due to the heavy military and coal traffic.

Some small changes have been made in the arrangement of Volume II with the object of eliminating certain minor details which were of small practical interest.

The note on the relation of the Government to the Railways in India again finds a place at the end of this Volume, as it is likely to continue to be found of interest to the public.

In the pocket inside the back cover of this Volume will be found, in addition to the special map referred to on page 21 under the head "Open Line Improvement," a general map of India showing railways open and under construction on the 31st March 1917; also one prepared by Mr. J. H. Trott.*

* *Map of Railway Systems, by Mr. J. H. Trott.*—This additional map is included only in copies of the report used for official purposes. It may be obtained by the public, on payment, from Mr. J. H. Trott, The War Hospital, Moradabad, United Provinces, who holds the copyright.

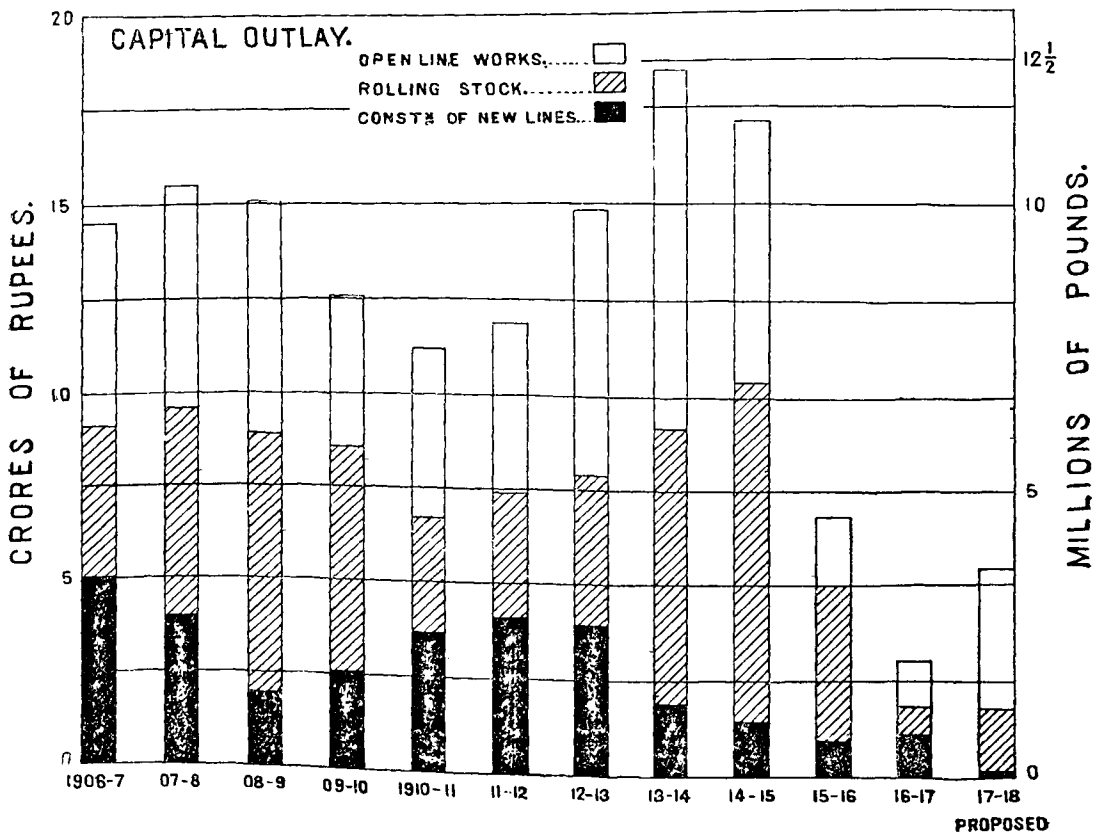
Capital.

The Capital outlay incurred by the Government in the purchase and construction of its railways, including the liability which remains to be discharged by means of Annuity and Sinking Fund payments, amounted at the end of 1916-17 to £3,666,470,011.

The outlay incurred during 1916-17 was £1,980,428 distributed as follows :—

	Rs.
Open Line Works including suspense	1,13,69,415
Rolling-stock	72,04,000
New Lines	1,11,33,000
Total ...	2,97,06,415
Equivalent at Rs. 15 = £1 to	£1,980,428

The following diagram shows graphically how these figures compare with those of past years. The distribution of the grant of £3·6 millions (Rs. 5·40 lakhs) which has been sanctioned for the financial year 1917-18 is also added for purposes of comparison—



During the year under review, the actual capital expenditure fell short of the sanctioned grant for the year by Rs. 153 lakhs. This lapse was due mainly to the difficulties attendant on the supply of railway materials from England. There was also a reduction in the suspense balance owing to the transfer of stores to the Army Department for Military purposes.

The capital expenditure sanctioned for 1917-18 is £3·6 millions. This is an advance on the 1916-17 programme which amounted to £3 millions only, but the severe restriction of expenditure in the last two years has caused a large number of works to be deferred which have become most necessary and the urgency of which is increasing as time goes on. It has therefore become necessary to provide for a slightly more liberal programme than in 1916-17. Funds have not been allotted for the commencement of any new line of railway, and the bulk of the expenditure proposed to be incurred is on open lines.

The actual capital outlay on railways which have been financed by private enterprise, such as Branch Lines promoted by Companies, District Board Lines, Native State Lines, etc., amounted at the end of 1916-17 to Rs. 66,80,79,000. The capital expenditure on such lines during the year was as follows :—

	Rs.
Branch Line Companies' Railways	1,63,40,000
District Board Lines	20,40,000
Native State Lines	63,64,000
Total ...	2,47,44,000

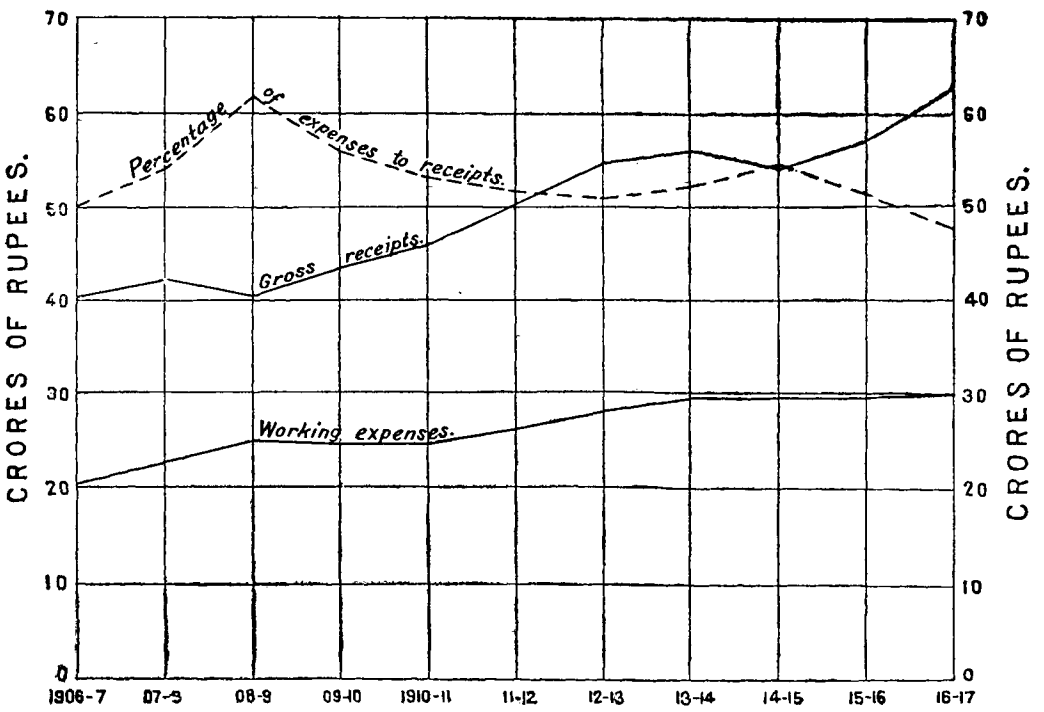
Results of Working.

The following table compares the financial results attained in the working of the State Railways during the year 1916-17 with those of previous years (in the case of money the figures are shown in thousands) :—

	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.	1916-17.
	£	£	£	£	£	£
Capital at charge at end of each year	331,247	340,103	351,302	361,560	364,858	365,483
Revenue.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gross traffic receipts.—State Railways ...	50,36,87	55,02,95	56,31,92	54,15,78	57,26,43	62,94,69
Deduct—Working Expenses	25,89,46	28,02,31	29,35,91	29,52,87	29,53,00	29,96,86
NET RECEIPTS ..	24,47,41	27,00,64	26,95,01	24,62,91	27,73,43	32,97,83
Equivalent in sterling Rs. 15=£1	£ 16,316	£ 18,004	£ 17,973	£ 16,419	£ 18,489	£ 21,985
Percentage of return on capital at charge ...	4·93	5·29	5·12	4·54	5·03	6·02

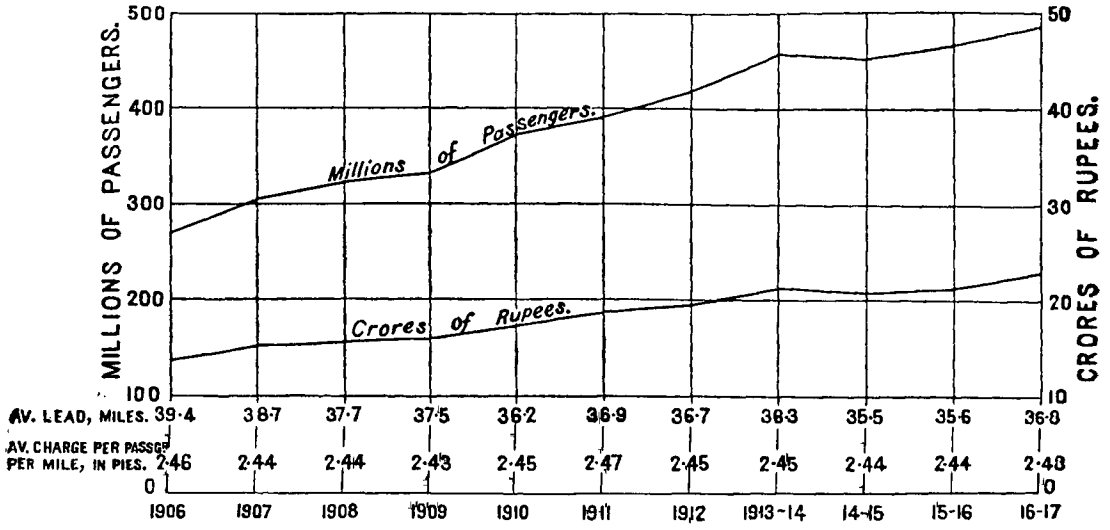
The net working profit from State Railways, after meeting interest and other miscellaneous charges, amounted in the year 1916-17 to £7,482,314. It would have been more, had it not been that in accordance with instructions of the Secretary of State for India certain Annuity and Sinking Fund payments which really go to the discharge of debt are included in the Railway Revenue Account.

The revenue expenditure and gross receipts of the State lines worked by the State and Companies for the past eleven years are compared in the following diagram :—



The working expenses during the year 1916-17 amounted to Rs. 29·97 crores or only 44 lakhs more than the actual working expenses of 1915-16. This result is remarkable seeing that the receipts of the year exceeded those of 1915-16 by over $5\frac{1}{2}$ crores. It was due to the increasing difficulty of obtaining railway material from England in consequence of which repairs and renewals of permanent-way and rolling-stock have been restricted.

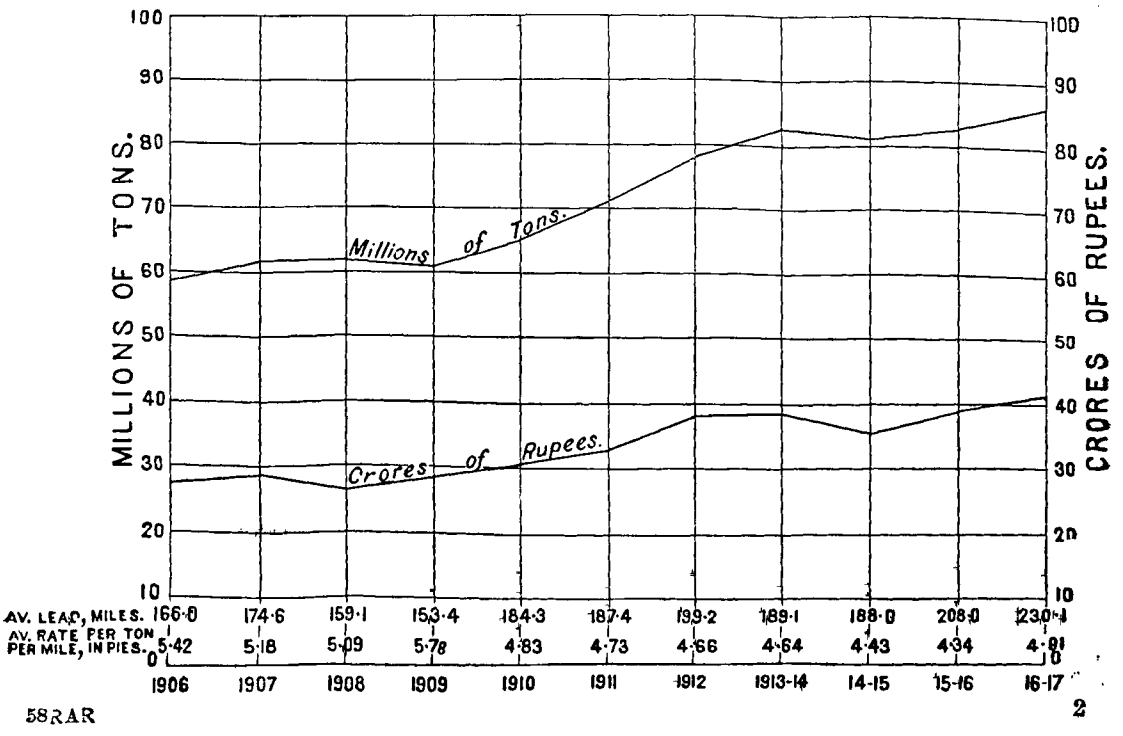
The numbers of passengers carried and the earnings therefrom on all Indian railways are compared below :—



The increase in the passenger traffic during the year under review as compared with that of 1915-16 was chiefly due to the larger movements of troops and opening of new lines.

The increase in earnings was also to some extent due to the enhancement of fares referred to on page 24 which, however, was introduced towards the end of the year and could not have had much effect. The primary object of the enhancement was not to increase earnings but to discourage travelling as it was necessary to reduce train services in order to conserve material for repairs, etc.

A similar comparison of the tonnage of, and earnings from, goods traffic is afforded by the following diagram :—



The better results of the year under review are attributable to the larger movement of military stores, opening of new lines and to the heavier bookings of coal and wheat.

The decrease in the average rate earned per ton per mile is due to the longer average lead over which traffic was conveyed, and to the fact that coal, which formed the bulk of this long lead traffic, is charged at a very low average rate.

The gross earnings of railways other than State lines, such as District Boards' lines, Native State lines, etc., during 1916-17 amounted to Rs. 783·37 lakhs, as compared with Rs. 729·85 lakhs in 1915-16, being an increase of Rs. 53·52 lakhs, and as the working expenses were more only by Rs. 19·61 lakhs than the previous year, the net earnings rose from Rs. 369·32 lakhs to Rs. 403·23 lakhs in 1916-17, or an increase of Rs. 33·91 lakhs. These net earnings yielded a return on the Capital outlay (Rs. 6,305·54 lakhs) on open lines, that is on mileage earning revenue, of 6·39 per cent as against 6·08 per cent in 1915-16.

The War and Railways.

For the first two years of the war the necessary work of co-ordinating the assistance required of the railways of India in connection with the despatch of staff and material for railways in East Africa, Mesopotamia, and elsewhere was done by the Railway Board and their ordinary headquarters establishment. In September, 1916, however, it had to be recognised that the existing organisation was insufficient to cope with the ever increasing railway demands from overseas and the work connected with the inland water transport—which the Board took over—and, therefore, certain temporary additional appointments were sanctioned and a separate War Branch of the Board's Office was formed, working under the orders of Mr. A. R. Anderson, C.I.E., one of the Members of the Board.

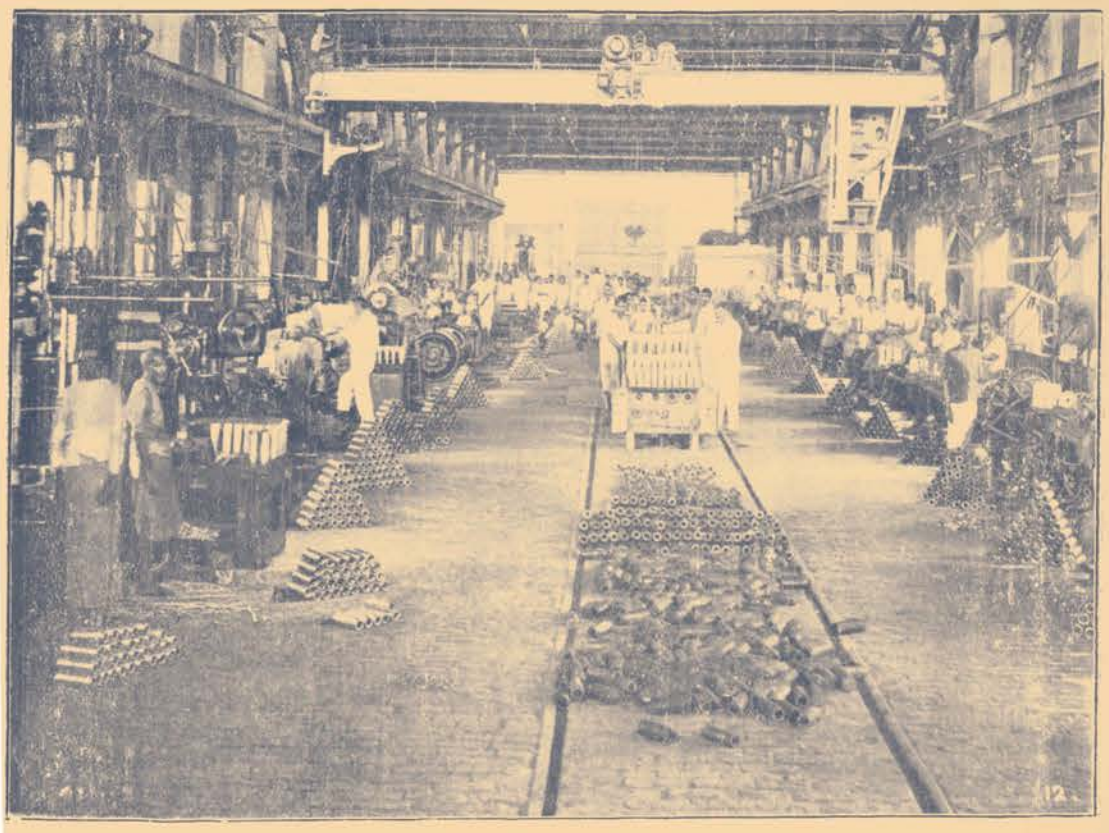
By the end of March 1917, the Railway Board were relieved of this special work and the personnel of the War Branch was then absorbed by the Indian Munitions Board and the Adjutant General's Branch, Army Head-Quarters, respectively, the departments entrusted with the provision of stores and staff for overseas.

Staff.

In the report for 1915-16 mention was made of the number of railway employés that had been released for employment on railways in East Africa, Mesopotamia and elsewhere. During the year under review railways have continued to set free staff of all kinds for employment in connection with the war. In addition, railways have assisted very largely in the recruitment of men from outside their own establishments and to this end have in many instances set free one or more of their superior staff to act as Recruiting officers for the Military Railways which draw upon India for personnel.

Materials.

The development of Military operations in Mesopotamia, East Africa and elsewhere afforded to Indian Railways during the year 1916-17, an opportunity of contributing, in an increasing degree to the conduct of the war. Mention was made in the report for 1915-16 of the extent to which Indian Railway Workshops were employed on the manufacture of shell. This manufacture

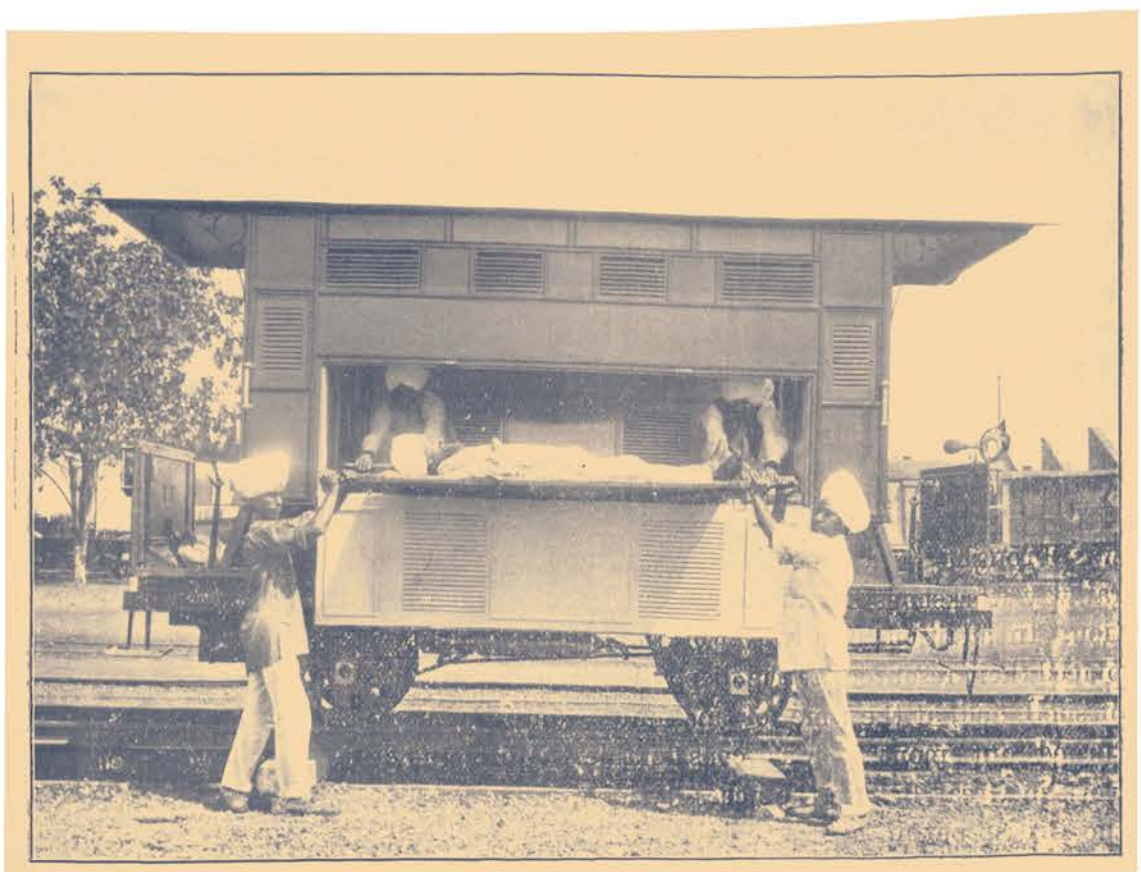


Shell Manufacture.

was brought to a close in the year under review and the total output from railway workshops has already been the subject matter of a separate compilation. In addition to railway workshops, many private workshops and industries placed their resources at the disposal of the Railway Board for the manufacture of shell, and, at the time of maximum output, the quantity of shell being turned out monthly was considerable. With the development of munitions work in Great Britain the necessity for calling on India for shells to supplement the British output ceased to exist, and the manufacture was, therefore, gradually discontinued from August 1916 and ceased in December 1916. A very high quality of steel with special properties and of a composition which had not previously been made by the Tata Iron and Steel Works is required for high explosives; much research and experimental work had, therefore, to be carried out by the Metallurgical staff and the staff of the Tata Iron and Steel Works and the results obtained were completely successful. To Dr. McWilliam, the Railway Board's Metallurgical Inspector, Mr. Tutwiler, General Manager of the

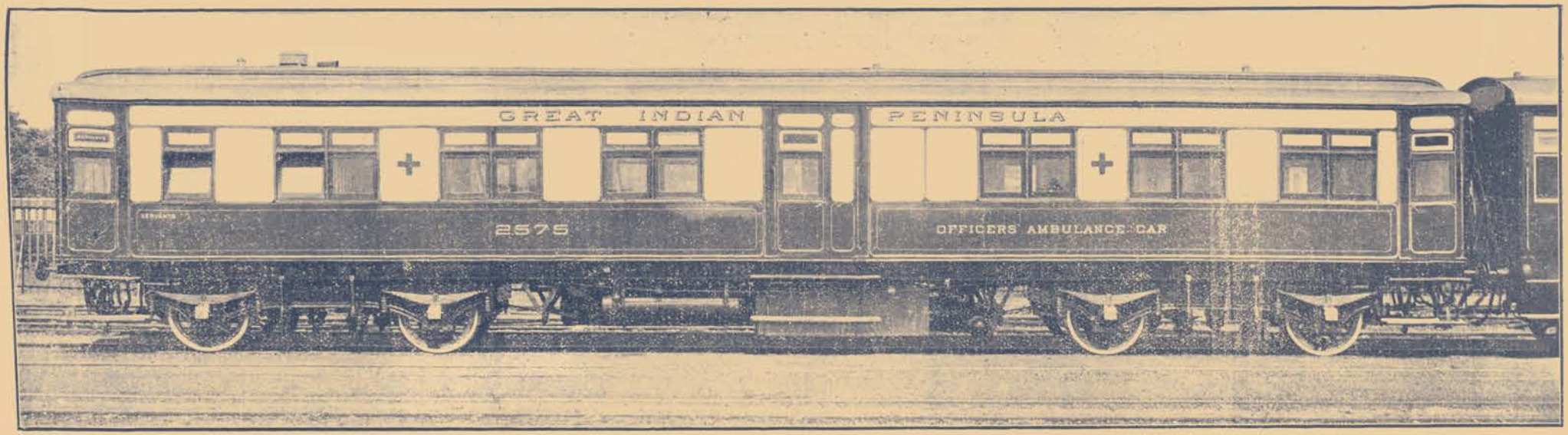
Tata Iron and Steel Company and their respective staffs much credit is due, and, the Railway Board take this opportunity of placing their appreciation on record.

The resources of Indian railways have, however, been employed in a multiplicity of ways in meeting overseas demands. Various railway administrations have contributed directly to the several overseas theatres of war large numbers of metre gauge and 2 feet 6 inches gauge locomotives and vehicles and have also set free a large mileage of track. A large quantity of rails destined for ordinary maintenance of railways in India from the works of the Tata Iron and Steel Company has also been diverted to overseas military railways. Together with the stock and track referred to above, they provided plant, equipment, and as has been stated before, personnel ; and their stores organizations were extensively employed on the purchase of materials for supply to Expeditionary Forces. Their workshops undertook miscellaneous manufactures such as clothing, tent and picketing gear, hospital furniture, ambulance trains, armoured cars, and rail motor ambulance vehicles.



Two feet six inch Gauge Motor Ambulance.

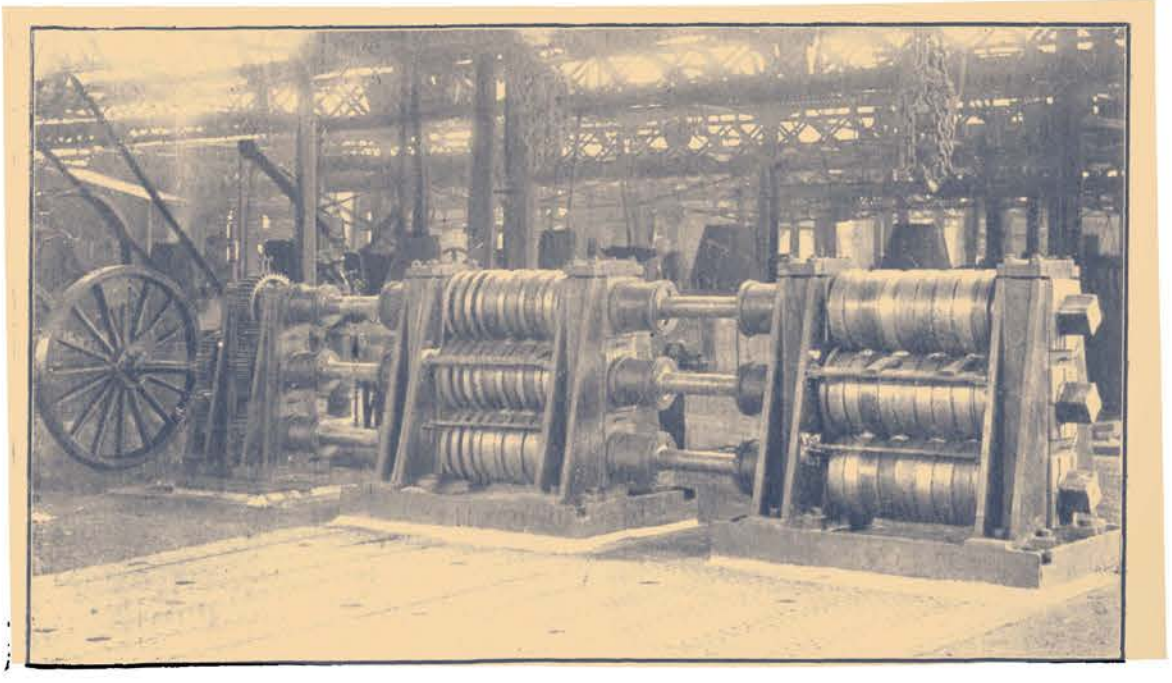
These rail motor ambulances were constructed in the Bengal-Nagpur Railway Workshops for use on the 2′ 6″ gauge railways in Mesopotamia ; they were built on Drewry rail motor car chassis to accommodate four lying down


GREAT INDIAN PENINSULA
2575
OFFICERS AMBULANCE CAR

GOVERNMENT OF INDIA
No 1
KITCHEN & CAFE
MILITARY TRAINS

patients each ; trailers of a similar capacity to be run with the motor vehicles were built entirely in the same workshops.

Five more broad gauge hospital trains similar to those described in the report for 1915-16 were turned out by the North Western Railway Workshops and three metre gauge ambulance trains for Mesopotamia were constructed or were under construction in the Workshops of the Bombay, Baroda and Central India Railway. Further works carried out during the year were the provision of kitchen cars for the supply of hot meals in the intercommunicating troop trains, which have been placed in service on the Great Indian Peninsula and the North Western Railways, steamers and barges for river service on the Tigris, and rail motor cars for East Africa. Moreover, the plant, materials and stores with railway administrations, have, at all times, been freely drawn upon to meet the needs of His Majesty's forces. The works detailed above cover but a few of the heads, under which railways have given direct assistance to the conduct of the war. The time has not yet come to enumerate them in full, but on the conclusion of the war, it is proposed to publish an account of their full achievements. A pleasing feature of the work has been the manner in which the various railway administrations have co-operated with the Government of India in carrying out work which, from its nature, had to be executed without delay, and often to the prejudice of the ordinary work of the railways.



Spring Steel rolls manufactured by the Great Indian Peninsula Railway.

The *annexe* to the Great Indian Peninsula Railway Head Offices at Victoria Terminus still continues to be used by the military authorities as a hospital for sick and wounded soldiers returned from Mesopotamia.

Mileage.

During the year 1916-17, 467·98 miles of railway were opened to traffic, bringing the total mileage open (after allowing for minor corrections due to realignments, etc.) up to 36,286 miles. The additional mileage was made up as follows :—

	5′ 6″ gauge.	3′ 3⅜″ gauge.	2′ 6″ gauge.	2′ 0″ gauge.	Total.
	Miles.	Miles	Miles.	Miles.	Miles.
State lines worked by the State	8·88	...	46·48	...	55·36
State lines worked by Companies... ...	45·26	3·20	...	51·10	99·56
Branch line Companies' railways under guarantee terms, worked by the Branch line Companies.	...	...	42·69	...	42·69
Branch line Companies' railways under rebate terms, worked by the Branch line Companies.	...	...	7·58	...	7·58
Branch line Companies' railways under rebate terms, worked by the main line.	31·68	...	...	...	31·68
Branch line Companies' railways under guarantee and rebate terms.	...	31·25	...	...	31·25
Companies' lines subsidized by the Government of India.	14·76	...	...	...	14·76
Native State lines worked by Native States ...	...	11·69	38·52	...	50·21
Native State lines worked by the main line ...	25·90	102·49	...	...	128·39
Companies' lines guaranteed by Native States	...	...	6·50	...	6·50
TOTAL ...	126·48	148·63	141·77	51·10	467·98

The progress made during the past ten years is summarised in the following table :—

Gauge.	MILEAGE OPEN AT THE END OF									
	1907.	1908.	1909.	1910.	1911.	1912.	1913-14.	1914-15.	1915-16	1916-17.
5′ 6″ ...	15,821	15,951	16,309	16,701	17,016	17,189	17,641	17,827	18,060	18,182
3′ 3⅜″ ...	12,613	12,863	13,323	13,530	13,759	14,165	14,389	14,552	14,671	14,806
2′ 6″ ...	1,234	1,394	1,443	1,436	1,632	1,692	2,174	2,402	2,539	2,683
2′ 0″ ...	342	368	415	432	432	438	452	504	563	615
TOTAL ..	30,010	30,576	31,190	32,099	32,839	33,484	34,656	35,285	35,833	36,286

The mileage of new construction sanctioned during the year was 222·45 miles of which 115 miles were to be financed by Government and had to be undertaken for purely military purposes. The remaining mileage was almost all under the heading of Native State lines.

The total mileage under construction, or sanctioned for construction, at the close of the year was :—

	5′ 6″ gauge.	3′ 3⅜″ gauge.	2′ 6″ gauge.	2′ 0″ gauge.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.
State lines worked by the State	115·00	...	...	...	115·00
State lines worked by Companies... ...	377·61	36·54	8·43	...	422·58
Branch line Companies' railways under guarantee terms, worked by the Branch line Companies.	...	...	120·33	...	120·33
Branch line Companies' railways under guarantee terms, worked by the main line.	...	74·11	8·30	...	82·41
Branch line Companies' railways under rebate terms, worked by the main line.	33·30	...	191·06	...	224·36
Branch line Companies' railways under guarantee and rebate terms.	...	69·48	...	...	69·48
Companies' lines subsidized by the Government of India.	...	5·31	19·50	...	24·81
Unassisted Companies' lines	...	...	27·20	...	27·20
District Board lines	3·86	91·69	...	...	95·55
Native State lines worked by Native States ...	...	481·41	23·75	14·72	519·88
Native State lines worked by the main line ...	...	205·14	171·81	...	376·95
Companies' lines guaranteed by Native States	...	...	3·50	...	3·50
TOTAL ...	529·77	963·68	573·88	14·72	2,082·05

An examination of the statement of new mileage opened shows that only one-third of this was on lines financed by Government, and it may be mentioned that work on these lengths constructed out of Government funds had been in progress before the commencement of the war. As to the table showing the total mileage under construction or sanctioned it should be explained that on most of the new lines comprised in this statement work is either held entirely in abeyance or can only be proceeded with very slowly as financial considerations and the limitations in the supply of essential materials permit ; in fact the principal activity (and that is very limited) is under lines financed by Branch Line Companies and Native States. The following paragraphs show the position on some of the more important projects.

Lines opened during the year.

Sara-Sirajganj Railway.

Funds for the construction of the Sara-Sirajganj Railway, 52·93 miles in length, standard gauge, were raised by the Company of that name in October 1913, under the rebate terms of the Branch Line Terms Resolution. The line, which has been constructed on behalf of the Company by the Eastern

Bengal Railway Administration, connects with the latter railway at Ishurdi and traverses a well populated agricultural district of Eastern Bengal. The principal product of the district is jute, in which a heavy traffic is expected particularly from the important centre of Sirajganj on the Jamuna River where a number of merchants occupied with the jute trade are established. The first section from Ishurdi to Bhangoora, 21·25 miles in length, was opened to goods traffic in July 1915, and for passenger traffic in February 1916, the remainder of the line being opened for all classes of traffic in July 1916.

Kolar District Railway.

The Kolar District Railway, 63·51 miles in length, connects Bowringpet, a station on the South-West Line of the Madras and Southern Mahratta Railway, with Chik Ballapur, the terminus of the Bangalore-Chik Ballapur Light Railway. The line has been built by the Mysore State Railways, Construction Department, from funds provided by the Kolar District Board. The section Bowringpet to Kolar was opened for public traffic on the 15th December 1913 and that from Kolar to Chintamani on the 6th March 1916. The section Chintamani to Chik Ballapur, opened on the 8th November 1916, completes the remaining link in the 2 feet 6 inches gauge line between Bowringpet and Chik Ballapur giving a light railway through connection between Bowringpet and Yelahanka.

Burdwan-Howrah Chord of the East Indian Railway.

The Burdwan-Howrah Chord, 55·41 miles in length of the East Indian Railway, is a new double track line, commencing at Lillooah station, 4 miles from Howrah and running parallel to the main line of the East Indian Railway for 2·24 miles which it leaves just before Bally station is reached. It then traverses flat rice country as a new double line for 45·26 miles, passing under the Tarkessur Branch Railway and over the Bengal Provincial Railway, and rejoins the main line at Saktigarh station quadrupling it for 7·91 miles to Burdwan Junction. This important project was undertaken with the object of relieving the heavily worked section of the East Indian Railway between Burdwan and Howrah, the distance between which points it also shortens by 7 miles. The Chord line was opened throughout for public traffic on the 1st January 1917.

Jind-Panipat Railway.

The Jind-Panipat Railway, 40·66 miles in length, of which 25·90 miles lie in the Jind State and the remainder in British territory, connects Jind City station on the Southern Punjab Railway with Panipat, a station on the Delhi-Umballa-Kalka Railway. The line which is owned partly by the Jind State and partly by the Delhi-Umballa-Kalka Railway Company, has been constructed chiefly with the object of developing that part of the Jind State through which it passes and which is for the most part well irrigated by the western Jumna Canal System.

Assam-Bengal Railway.

The first section of the Sylhet Branch, Kulaura to Fenchuganj Ghat, 15·10 miles, was opened on the 16th April 1912, the second section Kusiyara to Sylhet, 15·14 miles, on the 1st April 1915; the two portions being separated by the Kusiyara River, across which communication was maintained by a ferry.

The opening of the Kusiyara Bridge on the 1st July 1916, completed the Sylhet Branch, bringing Sylhet into direct rail communication with the main line.

Shivrajpur-Pani Extension of the Champaner-Shivrajpur Section, Guzerat Railways.

This extension, which was opened to traffic throughout on the 15th November 1916, was constructed to afford railway communication to the Manganese Mines at Pani and to open out a tract of inaccessible country in the Barya and Chota Udaipur States. Some comparatively heavy work has been necessary between Ghanta and Nathpura. The work of construction has been carried out by the Guzerat Railways Company, who will also undertake its working.

Jaipur-Reengus Section of the Jaipur-Shaikhawati Railway.

This line is an extension of the Jaipur State Railway northwards of the city of Jaipur, 34·38 miles in length. It was opened for traffic on the 19th December 1916 and will be worked by the Bombay, Baroda and Central India Railway. The completion of a further length of 30·97 miles is delayed owing to circumstances connected with the war.

The line traverses undulating sandy but fertile plains and the traffic to be served is chiefly local import of goods and also passenger traffic between the Northern Districts of the Jaipur State and Jaipur City.

Khijadiya-Dhari Railway.

The Khijadiya-Dhari Railway, 37·22 miles in length, has been built by the Baroda Durbar. It was opened as far as Gavadka, miles 16·39, on the 1st March 1913, thence to Chalala, miles 9·14, on the 10th March 1914 and the extension to Dhari, miles 11·69, on the 27th May 1916.

The line which connects with the Gondal-Porbandar State Railway at Khijadiya Junction will afford access to the Baroda Mahals. It passes through a district thinly populated but of average fertility. From the traffic earning point of view, however, it will be handicapped by the high cost of construction.

Important lines under construction.

Great Indian Peninsula Railway Overhead connection at Bombay.

The construction of the Bombay Overhead connection has made very fair progress. It involves much heavy work in the heart of the city and will, when completed, provide an easy and rapid communication for traders, passing between the business centreof Bombay in the

vicinity of Victoria Terminus across the Great Indian Peninsula Railway Goods Yard at Wadi Bunder to the grain warehouses and Cotton Market near Mazgaon on the Harbour Branch Railway. It is anticipated that the line will be opened for traffic in June 1918.

Itarsi-Nagpur Railway with a branch to the Pench Valley Coal Fields.

The Itarsi-Nagpur Railway, 238·16 miles in length, will, when completed, form part of a through North and South broad gauge connection and furnish an additional outlet for the traffic of the Pench Valley Coal Fields.

The project is divided into three sections, *viz.*, Northern, from Itarsi to Amla; Southern, from Amla to Nagpur; and Eastern, from Amla to Parasia (Pench Valley Branch).

The Northern Section, Itarsi to Amla, 80·56 miles, was completed and opened for passenger traffic in October 1914.

The Eastern section, Amla to Parasia, 53·86 miles, was opened on the 1st November 1915.

Work on the tunnels on the Southern section Amla to Nagpur is proceeding but it has been found necessary, owing to the war, to postpone the remaining work on this section.

Secunderabad-Gadag Railway.

The Secunderabad-Gadag Railway which is being constructed by the Nizam's Guaranteed State Railways Company, is the property of His Highness the Nizam's Government. When completed it will afford an outlet to the port of Mormugoa from the southern portion of Hyderabad State, and will link up the metre gauge system of that State with the metre gauge sections of the Madras and Southern Mahratta and South Indian Railways.

The first section from Secunderabad to Mahbubnagar, 70·20 miles, was opened throughout to passenger traffic on the 1st October 1916; and the second secton Mahbubnagar to Wanaparti, 33·10 miles, on the 1st April 1917.

The open sections are being worked by the Nizam's Guaranteed State Railways Company under the terms of an agreement between His Highness the Nizam's Government and the Company.

New construction financed by private enterprise, District Boards and Native States.

Branch Line Companies.

The Branch Line Terms which are now well known throughout India, have undergone no change during the year and are reproduced as Appendices Nos. 33, 34 and 35 of Volume II of this report. They provide for the grant by the

Government of India of financial assistance to private companies furnishing capital for the construction of feeder lines to existing railways, in either of the following forms :—

(1) a firm guarantee by Government of a return of $3\frac{1}{2}$ per cent on the paid up share capital of the Branch Line Company ;

(2) a rebate paid by the parent line from its net earnings from traffic brought to it by the branch, sufficient to make up a dividend of 5 per cent on the paid up share capital; the liability of the main line being, however, limited to the total of its net earnings from such traffic.

The option is allowed to companies, under certain circumstances, of raising a portion of their capital under guarantee terms and the remainder under rebate terms ; while in the province of Assam, on account of the relatively less developed state of the country and the difficulty experienced in obtaining capital for private railway enterprises under the ordinary terms, it has been provided that the Local Administration may, in approved cases, supplement the Imperial guarantee of $3\frac{1}{2}$ per cent described above by the grant from provincial funds of an additional guarantee for a specified term of years of 1 per cent on the paid up capital of the Company.

The table below shows the projects sanctioned for construction under the Branch Line Terms during the year under review. The fall in their number as compared with previous years, is entirely due to causes directly connected with the war. Conditions in the money market had become unfavourable for the raising of capital on reasonable terms, while increases in the cost of manufactured materials, such as rails, and rolling-stock, led to large increases in estimates for construction. For these reasons, the Government of India found it necessary towards the end of July 1916, to prohibit altogether the raising of capital for Branch Line Projects, except under the most special circumstances. It was recognised, however, that this prohibition would have to be relaxed in the case of railways already under construction and of new projects, considered to be of sufficient urgency for commercial or other reasons to be undertaken in spite of the unfavourable circumstances mentioned. The railways shown in the table therefore fall under one or other of these two classes. The Arakan Light Railway, formerly known as the Buthidaung-Maungdaw Tramway, was already under construction under a concession granted by the Burma Government. The Tramway Company, however, failed to raise the capital necessary to complete construction ; and a new concession was accordingly granted by the Government of India under the Branch Line Terms to a Company floated by Messrs. Martin and Company for the acquisition and completion of the line.

The Panposh-Raipura Railway was sanctioned for construction with the object of opening out a new source of supply of lime-stone at Raipura for use in connection with the Tata Iron and Steel Company's smelting works, while the

project for the conversion from the 2′ 6″ to the metre gauge of the Teesta-Kurigram Railway was sanctioned in order to release narrow gauge rolling-stock for the Khulna-Bagirhaut Railway, the construction of which was in progress when the prohibition referred to above was brought into force.

Name of railway.	Gauge.	Length.	Capital subscribed.	Financial assistance.	Working Agency.	Promoters.
			Rs. (in lakhs).			
Arakan Light ...	2′ 6″	18·50	22·00	Guarantee	Arakan Light Railway Company.	Messrs. Martin and Company.
Panposh-Rajpura ...	5′ 6″	14·30	15·00	Rebate ...	Bengal-Nagpur Railway.	Bisra Lime Stone Company.
Teesta-Kurigram conversion.	3′ 3⅜″	14·85	7·00	Rebate ...	Eastern Bengal Railway.	Messrs. Apte, Joshi and Company.

With a view to the resumption, on the return of normal conditions, of a full programme of railway construction, the Railway Board decided to proceed with negotiations with Branch Line promoters in connection with projects which were already under consideration, up to the stage short of actual flotation of the new companies. In accordance with this policy, concessions have been granted for the construction, under the Branch Line Terms Resolution, of the Trichinopoly-Pudukkottai Railway, 32 miles, the Shahdara-Narowal extension, 48 miles, of the Sialkot-Narowal Railway, and the Kurigram-Chilmari extension, 21 miles, of the Teesta-Kurigram Railway. A concession has also recently been offered to a Bombay promoter for the construction of the Phaphund-Auriya Railway, 13 miles, and negotiations are in progress in connection with a number of schemes in all parts of India, covering an aggregate mileage of 3,747 and involving a total capital expenditure of close upon 15 millions sterling.

District Boards Lines.

District Board enterprise in the Madras Presidency has also been affected by the difficulty in obtaining materials and the restrictions on the raising of capital referred to above. As stated in the report for last year, an arrangement had been come to, under which District Boards were permitted to borrow from the Presidency Bank; and not only was it found necessary to cancel this arrangement but owing to the prohibitive prices of railway materials, those Boards, which had funds in hand as a result of their cess accumulations, were unable to embark on new railway enterprises. As a result of these conditions, concession for the construction of only one District Board railway, the Repali-Viseswaram extension of the Tenali-Repali Railway, was granted during the year; but the Guntur District Board decided to defer its construction until the cost of materials fell to a normal level. For the same reasons it was decided to postpone the construction of the Manamadura-Sivaganga, Mayavaram-Tranquebar and Tinnevelly-Tiruchendur Railways, sanctioned during 1915-16.

The Madras Presidency still stands alone in this form of local enterprise, no other province having so far enacted legislation for the levy of a railway cess. The bill to empower District Boards to levy a railway cess which was stated in the last report to have been introduced in the Legislative Council of the Punjab was withdrawn in September 1916 owing to lack of support. The desirability of introducing legislation in this behalf has, however, been recognised elsewhere, and it may be expected that when the war is over, other provinces may find it possible to follow the lead given by Madras.

Native State Lines.

The progress of new construction in Native States continues to suffer from the restrictions arising out of lack of funds caused by the large contributions, direct and indirect, which the Native States have made to the Imperial resources for the conduct of the war. An extension of the Jaipur-Reengus-Sikar Railway from Sikar to Jhunjnu and the Bhoyani Road-Bechraji Railway in the Jaipur and Baroda States aggregating 61·15 miles of new construction on the metre gauge were, however, sanctioned. The following table gives a complete list of railways which were under construction in Native States during the year :—

	Length in miles.
Baroda State.	
1. Bodeli-Chhota Udaipur (2′ 6″ gauge)	22·65
2. Bhoyani Road-Bechraji (metre gauge)	21·30
3. Masor Road-Jambusar (2′ 6″ gauge)	6·97
4. Motipura-Tankhala (2′ 6″ gauge)	26·29
5. Okhamandal (metre guage)	37·02
6. Samlaya-Timba (2′ 6″ gauge)	33·34
7. Unai-Kalamba (2′ 6″ gauge)	8·66
Bhavnagar.	
Savar Kundla-Mahuva with branch to Port Albert Victor (metre gauge)	54·30
Cutch.	
Anjar-Bachan (2′ 6″ gauge)	23·75
Hyderabad.	
Wanaparti Road-Gadwal (metre gauge)	13·45
Jaipur.	
1. Reengus-Sikar (metre gauge)	30·97
2. Sikar-Jhunjnu (metre gauge)	39·85

Junagad.			
Veraval-Una (metre gauge)	...	...	56·91
Mysore.			
1. Lakvalli-Narasimharajapura (2′ 0″ gauge)		...	14·72
2. Mysore-Arsikere (metre gauge)	...	...	102·25
Rajpipla State.			
Nandod-Nandod Town (2′ 6″ gauge)	...	...	1·74
Travancore.			
Quilon-Trivandrum (metre gauge)	...	...	37·91

Amongst the Native States which now own property in the shape of railways are :—

Baroda, Hyderabad, Bhavnagar, Gondal, Porbandar, Jodhpur, Bhopal, Patiala, Morvi, Junagad, Kashmir, Kolhapur, Rajkot, Jetpur, Mysore, Cooch Behar, Gwalior, Mewar, Kotah, Navanagar, Rajpipla, Bikaner, Dhrangadra, Parlakimedi, Cambay, Maler Kotla, Jind, Cochin, Travancore, Cutch, Jaipur, Mourbhanj, Sangli, Dholpur, and Bahawalpur. The order in which these names are given represents approximately the sequence in which the different States first began to interest themselves in schemes of railway extension.

The total mileage of railways in Native States open to traffic at the close of the year was 4,826 miles, distributed between the various gauges as under :—

		Miles.			Miles.
5′ 6″ gauge	...	960·23	2′ 6″ gauge	...	519·23
3′ 3¾″ gauge	...	3,059·06	2′ 0″ gauge	...	287·09

Aerial Ropeways.

Since 1914-15 the advisability of introducing special legislation for the control of aerial ropeways has been under the consideration of the Government of India. As stated in the report for the last year a practical difficulty has, however, arisen in the way of the introduction of this legislation. Any Act passed for the purpose must necessarily provide for the adequate inspection of ropeways, whether for goods or for passenger traffic, both prior to opening and periodically thereafter, in order to ensure that due regard is paid to the safety of the public and of property. So long as the war lasts, it is impracticable to obtain engineers with adequate knowledge and experience of this special branch of engineering to act as Inspectors on behalf of the Government. It is, however, hoped that temporary arrangements will be made which will prevent any interference, pending the introduction of a Ropeways Act, with progress in the construction of aerial ropeways, for which several projects are now before the Government of India.

Open Line Improvements.

During the year under review it was again found necessary to confine expenditure to such new works on open lines as were absolutely necessary for the working of traffic.

Shegaon-Nagpur doubling, Great Indian Peninsula Railway.

In order to provide the much needed traffic facilities on the Bhusaval-Nagpur section, the scheme for doubling the line from Badnera to Wardha is being pushed on. The third section, Badnera to Dhamangaon, 28·76 miles, was opened to public traffic on 25th January 1917.

Bombay-Kalyan Quadrupling, Great Indian Peninsula Railway.

Rapid progress was maintained during the year on this scheme on the section beyond Thana, which was completed before the end of the year. The Thana-Diva Up and Down roads were opened for traffic on the 30th and 31st March 1917 respectively, while the section from Diva to Kalyan was brought into use on the first of the same month.

The scheme marks an important step in the improvement of facilities in railway transport towards Bombay from the country served by the Great Indian Peninsula Railway; and it has proved its efficacy even while only partially in service by easing considerably the situation created by the transfer of traffic from sea to rail.

Thall Ghat Realignment, Great Indian Peninsula Railway.

The Thal Ghat realigned section was brought into use on the 2nd of January 1917. The new alignment is two miles long and is on a grade of 1 in 37, the ruling gradient on the Ghat. It shortens the through distance by about 1½ miles; but its chief value lies in eliminating the reversing station previously in use which was a great handicap to the expeditious handling of traffic. Under the old conditions, trains had to be worked in sections and much time was lost in the breaking up and remaking of trains, further delay being caused at the reversing station by the reversing of engines. Trains of a length of 850 feet are already in use on the realigned section and it is expected that trains of 1,500 and 1,800 feet long will be running shortly. The new alignment has a single tunnel in place of the three on the old line.

Eastern Bengal Railway.

The carrying capacity of the Santahar-Parbatipur and Katihar-Parbatipur sections of the Eastern Bengal Railway being already exceeded, it has been decided to carry out the following improvements to relieve the situation :—

(1) Conversion to broad gauge of the existing metre gauge line from Santahar to Parbatipur; and

(2) Doubling of the existing metre gauge line from Katihar to Parbatipur.

Of these item (1) has already been commenced, the earthwork and masonry of bridges having been put in hand, but no commencement is likely to be made on (2) at present.

Remodelling Stations and Yards.

No new remodelling schemes of any magnitude have been sanctioned during the current year, but progress has been maintained on the yards mentioned in the last year's Administration Report, of which the new Sorting and Marshalling Yard at Moghal Sarai estimated to cost Rs. 9,28,745 was completed during the course of the year. The schemes for remodelling Nagpur and Nandgaon stations are also being proceeded with in order to relieve congestion of traffic on the Great Indian Peninsula Railway between the Coal-fields and Bombay.

Renewals of Permanent-Way.

On account of the difficulty of obtaining permanent-way materials no large programme of renewals has been sanctioned during the year under review.

Crossing stations and other facilities.

The congestion of Traffic, which is described elsewhere in this report, has necessitated the construction of additional crossing stations, sidings and other facilities on certain lines and the addition of 21 crossing stations on the Bengal-Nagpur and North-East line of the Madras and Southern Mahratta Railway may be specially mentioned. Reference was made in a special paragraph of the previous year's report to the advantages derived from the introduction of a system of train control ; those advantages have been further emphasised during 1916-17 and, although an additional 170 miles only were brought under this control in that period, very large additions to the mileage of Indian Railways worked under the system are proposed but are necessarily postponed owing to the shortage of material.

Train control.

Flood damages.

Floods caused considerable damage to open railway lines throughout India during the year under review, notably to the frontier lines worked by the North Western Railway and the Great Indian Peninsula and Bengal and North-Western Railways. In the case of the Bengal and North-Western Railway the damage due to floods was considerably aggravated by the action of the neighbouring villagers in cutting the railway embankments in the attempt to afford an escape to flood water.

Railways in Southern India have also suffered severely from heavy rainfall which caused breaches with serious damage to bridges ; and they were further

exposed along the East Coast to a cyclonic storm of great violence on the night of the 22nd November 1916. Two heavy South Indian Railway bogie corridor trains with passengers were overturned, the engines alone remaining standing, telegraphic communications were interrupted and the line breached, and in several places blocked with uprooted trees. Serious damage was done to station buildings and semaphore signals, and traffic was dislocated for several days.

The repair of the Hill section of the Assam-Bengal Railway, which was destroyed by heavy floods in 1915, has been proceeded with, and it is expected that the damaged section will be ready for re-opening throughout, shortly.

Proposed bridge at Mokameh.

The Secretary of State for India has accepted the necessity for the construction of a bridge at Mokameh as an integral part of the Tirhoot Railway, when financial conditions permit of funds being set apart for the purpose. The question of the best site for this bridge is now under investigation.

The special map which accompanies this report shows where the more important open line works were in progress during the year.

Congestion of Traffic.

The year under review was not marked by any easing of the position in regard to coal traffic, which was described in last year's report. On the contrary the pressure on the railways concerned was increased in consequence of heavier demands of the Admiralty. The quantity of coal carried over the East Indian Railway for the public and foreign railways was 1¼ million tons more than in 1915-16. The difficulty had, however, been anticipated, and, as mentioned in the last report, the views of Local Governments and Administrations had been called for on the question of the possibility of according preferential treatment to certain essential commodities in the event of it being found that the railways were unable to carry all the traffic offering. The question was also discussed by Government with the representatives of Chambers of Commerce and of principal railways at a meeting held at Calcutta in July 1916 under the presidency of the Hon'ble Member in charge of the Railway Department. The conclusion arrived at as a result of these references was that there was no need at the time to set up new machinery for deciding questions of preference, and that each emergency as it arose, should be dealt with, as was done during the busy season of 1915-16, by co-operation between the railways and commercial representatives.

At the meeting referred to, stress had been laid on the point that efforts should be made by the industrial concerns and railways to lay in stocks of coal during the slack season. It appeared, however, from the discussions that the

limiting factor in this case was the amount of coal raised and not the number of wagons supplied and later events confirmed this view. Owing to the scarcity of labour, due to prevalence of sickness at the collieries and also to a bumper crop the raisings were low and in consequence the collieries were unable to fulfil their contracts with railways and supplies had fallen into arrears when the busy season commenced. The position was then acute and it became necessary to take special steps, which are referred to further on in this report under the heading "Coal Department," in order to reserve the output of first class coal for essential services and generally to regulate supplies. At the same time a notification was issued under Section 147 of the Indian Railways Act exempting the East Indian and Bengal-Nagpur Railways from their obligation in the matter of supply of wagons under Section 42 (2) of that Act.

Another step taken later on was to increase the carrying capacity of railways by the introduction of a system allowing of the indiscriminate use within the coal-field districts of wagons belonging to any railway, which, by avoiding the delays involved in the sorting, allocation and marshalling of rolling-stock according to ownership under the old system, was expected to be of considerable advantage. The scheme was adopted by the representatives of broad gauge railways at a meeting convened by the Railway Board at Calcutta in February 1917, and its immediate effect was to reduce the delay to wagons and to raise the daily loading capacity of the coal-fields.

Towards the close of the year under report and for some weeks thereafter, the difficulties in regard to the movement of traffic were further accentuated by the heavy demands made on behalf of Government for the transport of wheat and other essential food grains for export to the United Kingdom. The pressure was severe on the metre gauge route to Karachi, which was met by a diversion of the traffic in excess of the capacity of that route to the broad gauge route, and on the Great Indian Peninsula Railway which was obliged to stop the booking of public traffic for considerable periods in order to carry the urgent military and other essential traffic. This was the position on the Bengal-Nagpur Railway too in regard to traffic *via* certain junctions, and similar heavy restrictions on public traffic had to be imposed on certain sections of the Madras and Southern Mahratta Railway and from time to time temporarily over the Bombay, Baroda and Central India and several other railways.

All these facts pointed to the need for the appointment of a whole-time officer to control the movement of traffic under the conditions created by the war. Since the close of the year under report the Railway Board have appointed a "Controller of Traffic," whose duties are to advise railways as early as possible of anticipated heavy traffic and to instruct them when any traffic should be restricted or held up to permit of more urgent traffic being carried; to divert traffic from one or more routes to others in order to quicken transit or remove congestion; to divert wagons temporarily, if necessary, from one railway to another; in short to take such steps on behalf of Government as will result in

the most economical use of the limited transport available on railways and to control traffic over railways in the best interests of national and general purposes.

A small committee had also been appointed to draw up a scheme for a general pool of goods stock of all the broad gauge railways to be established under a central control, if at any time it was found to be absolutely necessary, the idea being to work all standard gauge railways as practically one system for purposes of traffic transport. The scheme is being perfected.

Reduction in Train Services.

In view of the practical impossibility (referred to in the report for 1915-16, and further on in this report) of obtaining sufficient supplies of railway material from England, where the full time of the workshops was taken up in the manufacture of munitions of war, the restriction of passenger train services in India became imperative in order to reduce the demands for materials required for the maintenance of locomotives and rolling-stock, and to conserve the available Locomotive power for the carriage of military and other essential traffic. The subject was discussed with the Agents and Managers of principal railways at a meeting which was convened by the Railway Board at Delhi in the beginning of December 1916.

As a result of this meeting, certain mail and a large number of passenger trains were abolished, all possible measures being adopted to minimise the inconvenience caused to the public who are obliged to travel by making up to the maximum permissible the loads of trains left on, and by reducing upper class accommodation and replacing it by third class. The total reductions in train mileage thus effected during the last four months of the year under report amounted to over 22 per cent of the passenger and mixed train mileage of the railways as compared with the corresponding period of 1915-16. Instructions were also issued to restrict everything in the nature of luxuries, such as restaurant cars and reserved carriages, wherever this could be done without causing disadvantages outweighing the advantages to be gained.

Since the close of the year under report, instructions have been issued to railway administrations to the effect that at the present time pilgrim and festival traffic should be permitted only to the extent it can be dealt with without interfering with essential goods traffic and causing congestion or delay to goods stock. The Local Governments and Administrations were invited to co-operate in this matter by making it known among the people generally that no additional or special trains would be run in connection with *melas*, etc., and warning them of the inconvenience likely to be experienced by those who intend to travel on such occasions.

Increase of Fares and withdrawal of Concessions.

These questions were also discussed with the Agents of railways at the meeting at which the question of reduction in train service was considered. It was agreed as a general principle that fares on fast trains should be enhanced up to the existing maximum in order to discourage travelling with a view to avoiding undue overcrowding in passenger trains consequent on the reduction in train services.

As the result of another meeting with Agents and Traffic Managers held at Delhi towards the end of March 1917, further measures to effect a reduction in the numbers of passengers were considered absolutely necessary and the only means of gaining the object in view appeared to be a general enhancement of fares. It was, therefore, decided that on all the principal broad gauge lines the third class fare should be advanced to the existing maximum and on others, where the ordinary fare had been only 2-3rds of the maximum, that it should be advanced by 25 per cent. It was also decided to increase the maxima of all classes to the following limits :—

(*a*) The maxima of first and second class fares from 18 and 9 to 24 and 12 pies per passenger per mile, respectively,

(*b*) The maximum of the intermediate class fare from 4½ to 6 pies per passenger per mile for mail and fast passenger trains only, and

(*c*) The maximum of the third class fares from 3 to 4 pies per passenger per mile for mail and fast trains only.

This decision gave authority to Railway Administrations to increase the fares up to those limits as circumstances rendered this necessary, but it was not incumbent on them to increase fares all round to those maxima immediately.

As the object of all concessions in fares is to attract passengers, there was obviously no need for them when steps were being taken to reduce the number of passengers with a view to prevent overcrowding. It was accordingly decided to withdraw all concessions in fares which had hitherto been in force.

Surcharge on Goods Traffic.

The Freight (Railway and Steam Vessel) Tax Act, 1917 (No. XIII of 1917), which was passed as a war measure and came into force on and from 1st April 1917, authorises the levy of a surcharge of one pie per maund on coal, coke and firewood and of two pies per maund on all other goods carried by rail or any inland steam vessel except in the cases noted below :—

(*a*) All consignments of less than one maund in weight;

(*b*) All goods which are carried for a distance of 10 miles or less;

(*c*) Railway stores and coal carried for consumption on the home line; and

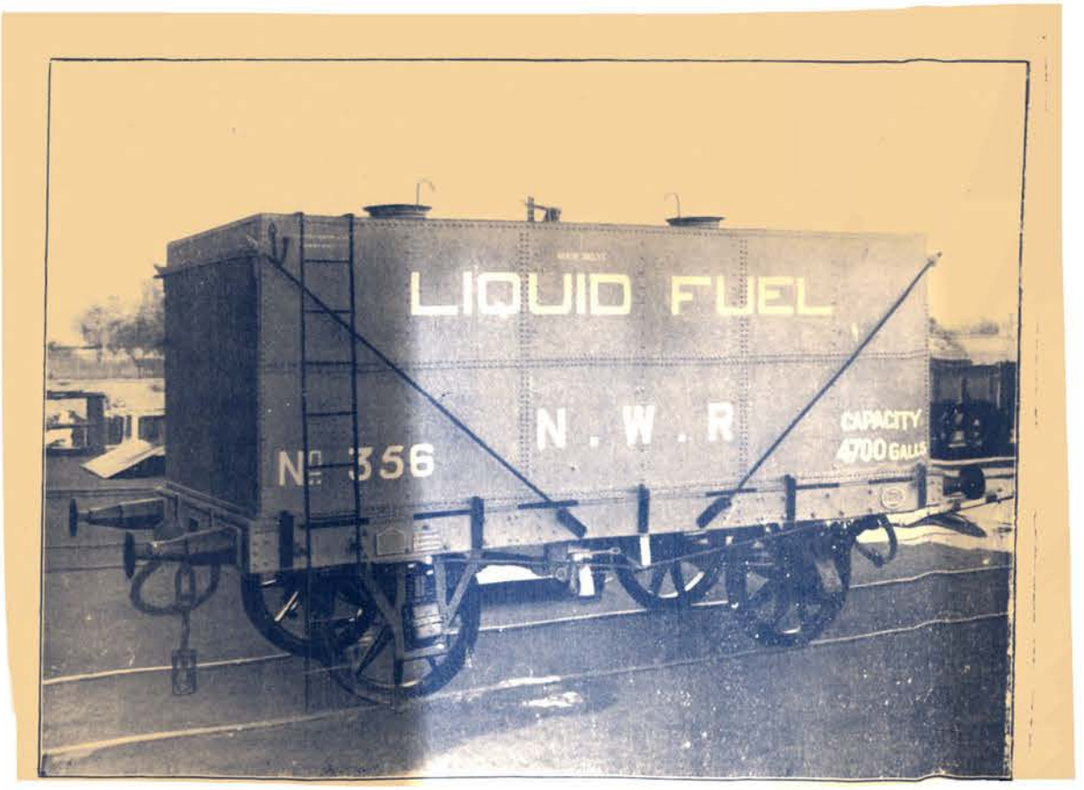
(*d*) All goods which are the property of Government at the time of despatch.

Oil Fuel Trials.

The final trials with oil fuel were carried out on the Karachi District of the North Western Railway between 1st June and 30th November 1916. During the preliminary trials many classes of burners were tried. Those which proved unsatisfactory for various reasons were eliminated and the final trials were carried out with two systems; the "Holden" and "Mexican Trough" burners which were used both singly and combined.

A full account of these trials will be published at a later date, but meantime the results obtained may be described briefly :—

Twenty engines in all were under trial in the mail and passenger services. Four burned coal while the rest were equipped with the different types of oil burners. The average mileage per engine throughout the trials was 19,500.



The tests showed that on the average the work done by one ton of oil would require 1·815 tons of coal. As the calorific value of samples of the coal and oil used were as 1 to 1·563, the figures demonstrate the increased fire box efficiency of the oil. The oil used, which had a flashpoint of 187 degrees F., was supplied from the Persian concessions of the Anglo-Persian Oil Company, at a price of Rs. 28-12-0 per ton *ex* ship Karachi. To this were added certain charges of Rs. 2 per ton on account of storage in the Oil Company's tanks and Re. 0-10-0 for wharfage, giving a total cost of Rs. 31-6-0 per ton *ex* tank Karachi. By the construction of railway storage tanks, it is hoped to reduce the former charge to some Re. 0-8-0 per ton including charges on account of interest on Capital and depreciation, giving a rate of about Rs. 30 per ton *ex* Railway tank Karachi.

The cost of the coal used in the trials averaged Rs. 16-15-6 per ton including freight over rail to Kotri, at which point the coal burning engines were fuelled. Making allowance for a small reduction in the price of oil *ex* tanks and taking the other comparative costs as demonstrated in the trials, the engine costs of coal and oil under the conditions prevailing on the Karachi District are practically equal. The comparative destructive effects of coal and oil as fuels on boilers and fireboxes have yet to be determined by experience, and many other indeterminate factors exist, such as the release of coal carrying rolling-stock and stacking grounds, abolition of ash-pits and the cost of the removal of ashes. These, however, are believed to be, in the main, in favour of oil, and it has therefore been decided to proceed with the conversion of all the 250 engines on the Karachi district from coal to oil burning. The oil consumption on the district will then average about 5,000 tons per month in place of an average of 9,000 tons of coal now consumed. The average comparative factor of coal to oil as 1 to 1·815 determined by these trials cannot be considered as the maximum of efficiency which will be obtained. Throughout the trials as the engine crews gained experience, there was a progressive improvement in the performances of oil. Moreover, the flexibility of an oil fire makes it especially suited to goods trains which have long halts at way side stations. It is anticipated therefore that its adoption on the goods engines of the district will show an improved efficiency, compared with the trials carried out on the mail and passenger services. Tentative trials have in fact indicated that a factor of 2 to 1 will be obtained in goods engines. In view of the anticipated increased output of oil from the Persian concessions of the Anglo-Persian Oil Company the introduction of oil fuel on other lines terminating at Western Indian Ports is now under consideration.

Government Test House at Alipore.

War conditions were reflected in the work done by the Superintendent of Local Manufactures and his staff during 1916-17. The general retrenchment in expenditure on Railways and Public Works, together with the difficulty in obtaining iron and steel except at high prices, led to a reduction in the manufacture of steel structures and consequently in the inspection work carried out.

The physical and chemical laboratories, however, were busily employed in testing materials for high explosive shells. The following distribution of the samples examined will indicate the amount of work done on behalf of various interests :—

Munitions samples	...	...	2,159
Samples from Government Departments	...	...	216
Samples from other sources ...	...	...	329
	Total	...	2,704

Supply of Materials from the United Kingdom.

The difficulties in obtaining supplies of materials from England, described in the report for 1915-16, increased during 1916-17. The procedure by which the Railway Board became responsible for the scrutiny and certification of demands on England, resulted in many non-essential demands being disallowed, while the resources of India were utilised in an increasing degree. The classes of materials, however, required for the Navy and Army and allied war services include those which are essential for the maintenance of railways. As the war became increasingly one of material, the surplus which could be made available for railways, diminished. Moreover, the heavy drain on the financial resources of Britain coupled with an adverse American exchange due to heavy war purchases, precluded Indian Railways from obtaining supplies from that country to any appreciable degree. They were unable, therefore, to obtain the full supplies necessary for their adequate maintenance. It was impossible to obtain rolling-stock either for additions or renewals, while boilers long overdue for replacement, had perforce to be kept in service, at the cost of an increased consumption of materials for repairs. The shortage of shipping had diverted a large volume of traffic from the sea to the rail route. Railways therefore were faced with an abnormal demand for traffic facilities at a time when additional equipment was unobtainable and facilities for repairs were curtailed. These difficult conditions led to the adoption of ingenious devices for the reutilisation of old materials, and to a relaxation in accepted standards of wear. The success of railways in maintaining services under such adverse circumstances is highly creditable.

Purchase of Stores in India.

The restrictions on supply of stores from abroad, referred to in the report for 1915-16, are reflected in the value of stores imported direct, shown in Appendix 24. Notwithstanding the progressive appreciation in prices in the United Kingdom and other countries on account of heavy demands for war materials, the value of imported stores decreased by over two crores in the year now under review. At the same time, the value of imported stores purchased in India, increased by over a crore of rupees. Similarly, the value of stores of indigenous origin or Indian manufacture increased by almost 1·13 crores of

rupees. Making full allowance for the rise in the prices of the latter which took place in sympathy with a world wide rise in prices, it is indisputable that the war conditions have forced consumers in India to rely, in an increasing degree, on the products of the country and have stimulated the initiation and development of industries in India.

The total values under the heads stores purchased in India include materials costing over 26 lakhs of rupees purchased for military purposes and Overseas Expeditionary Forces.

Coal Department.

Coal mined in India.

In 1916, 17,254,309 tons of coal were mined in India, an increase of over 1,50,377 tons on the preceding year. Including bunker coal, shipments from Calcutta to Indian and Foreign Ports amounted to 1,999,657 tons as compared with 2,757,118 tons in 1915 and 3,651,087 tons in 1914.

Tonnage of coal inspected by the Coal Department.

The State Railways Coal Department inspected 6,061,658 tons of coal in 1916-17 as compared with 4,527,163 tons in 1915-16. The amount of inspected coal shipped from Calcutta was 1,003,178 tons the greater portion of which was for Admiralty requirements.

Consumption of coal.

With the idea of laying in a stock of coal before the busy season, about 600,000 tons of coal were purchased for all railways between March and May 1916. Owing to unfavourable conditions in the coal-fields not only was it impossible to obtain delivery of this extra coal, but all railway contracts fell into arrears. These arrears were not overtaken for several months owing to heavy demands of coal for Naval and Military purposes.

Shortage of coal.

In the autumn of 1916 there was a scarcity of labour at the collieries due to an epidemic of malaria and to the labour seeking more profitable employment in reaping a bumper crop, and this coupled with the heavy demands from railways, the Admiralty and the Marine Department, brought about a position in which supply was insufficient to meet demands. The stocks on railways ran down to a dangerous point and it was necessary, at one time, to restrict traffic considerably on the North Western and Great Indian Peninsula Railways on account of the coal shortage. In order to meet the situation, it became necessary to prohibit the export of 1st class coal from India and to take steps to ensure that 1st class coal was reserved for war and essential services. For this purpose the Mining Engineer to the Railway Board was invested with powers under the Defence of India (Consolidation) Rules 1915 to requisition the output of any colliery. Further with a view to the immediate adoption of measures to relieve the situation a meeting of representatives of the mining interests, Chambers of Commerce and railways interested in the coal

trade was convened in Calcutta in December. The conclusion come to at this meeting was that inspite of the labour shortage the estimated outturn was sufficient to meet all essential requirements up to the end of February 1917, by which time it was expected that raisings would be considerably increased. As a result of the discussions also a small committee consisting of the Agent, East Indian Railway, Mining Engineer to the Railway Board, to representatives of the coal trade and two nominees of the Government of Bombay was formed to regulate the supplies of coal and to ensure that coal supplies in general should be made available to consumers of the greatest national importance; it was also their function to distribute, and to decide against which coal contracts wagons should be supplied for loading. It was possible by this means to eliminate unimportant consumers.

The powers given to the Mining Engineer referred to above were freely used in securing supplies of coal. The scope of the Coal Department's work was in consequence greatly increased, firstly by the responsibility which devolved upon them for the supply of coal for the armed forces of the Crown, for railways and other important services in India and secondly by the exercise of these powers to control supplies in the interest of public utility works and services whose operations were held to be necessary for the conduct of the war. The Railway Board are glad to acknowledge the manner in which the coal supplies Committee and Mr. R. W. Church, B. Section, Mining Engineer with the staff under him carried out their arduous and difficult duties and the valuable assistance and co-operation which was freely extended to Government by the coal mining interests in India.

Insulated and Refrigerating Vans.

In view of the success which has accompanied the carriage of perishable goods by rail in cold storage in America and other countries, it was decided to carry out experiments to ascertain the financial prospects of similar facilities in India and the class of vehicle most suited to Indian conditions. Experiments were commenced on the Eastern Bengal Railway with a self-contained refrigerating vehicle from the Great Indian Peninsula Railway in conjunction with certain insulated vans from the North Western Railway. It became evident early in the experiments that self-contained refrigerating vehicles similar to the Great Indian Peninsula Railway car would be unsuitable having regard to the heavy first cost, the difficulty of repairs and maintenance, the loss of carrying capacity and the high proportion of unremunerative dead weight to be hauled. It was decided, therefore, to concentrate on experiments with insulated vans cooled by ice. The trials with the North Western Railway Vans of this type, however, indicated defects in their insulation and therefore the construction of new experimental insulated vans with different classes of insulation was undertaken, with a view to further experiments being carried out in the hot weather of 1917.

Accidents.

The number of persons killed and injured in the working of Indian Railways during 1916-17, as compared with previous years, was as follows:—

Particulars.			1912.	1913-14.	1914-15.	1915-16.	1916-17.
Passengers ...	Killed	By accidents to trains, rolling-stock, permanent-way, etc.	7	58	16	4	15
		By accidents from other causes, including accidents from their own want of caution or misconduct.	199	210	217	243	229
		Total killed ...	206	268	233	247	244
,,	Injured	By accidents to trains, rolling-stock, permanent-way, etc.	159	104	140	81	241
		By accidents from other causes, including accidents from their own want of caution or misconduct.	635	711	731	740	858
		Total injured ...	794	815	871	821	1,099
Railway Servants.	Killed	By accidents to trains, rolling-stock, permanent-way, etc.	20	36	36	19	22
		By accidents from other causes, including accidents from their own want of caution or misconduct.	385	444	407	414	404
		Total killed ...	405	480	443	433	426
,,	Injured	By accidents to trains, rolling-stock, permanent-way, etc.	130	133	160	103	135
		By accidents from other causes, including accidents from their own want of caution or misconduct.	736	712	699	687	658
		Total injured ...	866	845	859	796	793
Other persons...	Killed	At level crossings	44	56	52	40	48
		Trespassers	1,173	1,303	1,327	1,315	1,363
		Suicides	234	208	245	256	239
		Miscellaneous	83	23	67	127	81
		Total killed ...	1,534	1,590	1,691	1,738	1,731
,,	Injured	At level crossings	42	49	37	35	39
		Trespassers	353	394	361	425	454
		Suicides, attempted	7	8	9	8	9
		Miscellaneous	47	31	39	68	38
		Total injured ...	449	482	446	536	540
Total of all classes.	Killed	.....	2,145	2,338	2,367	2,418	2,401
,,	Injured	.....	2,109	2,142	2,176	2,153	2,432

The total number of persons of all classes killed by causes beyond their control was 70 against 38, in 1915-16, the increase being partly due to the large number of persons killed in the accident at Kalanour station on the North Western Railway referred to below and to minor accidents; the number injured amounted to 424 against 237 in the previous year, the increase being chiefly attributable to a larger number of persons being injured in minor accidents. Out of a total of 486 millions of passengers travelling 244 were killed and 1,099 injured, while of the former only 15 were killed through causes beyond their own control.

The following are particulars of the more important train accidents :—

Madras and Southern Mahratta Railway.

While a down goods train was standing on the loop line at Nandalur, a station on the broad gauge system of the Madras and Southern Mahratta Railway, on the night of the 13th May 1916, the up Bombay mail was also admitted on to it instead of the main line due to the points being incorrectly set and collided with the goods train. The engines and rolling-stock were damaged and fourteen passengers were slightly injured.

On investigation it was found that the Assistant Station Master was primarily responsible for the accident, in that he gave the points jamedar orders to set the road for the departure of the goods train, but failed to countermand this order when line clear was refused for the goods and given for the mail train. The points jamedar also contributed to the accident by having been asleep at his post, and the driver of the mail train, by non-observance of signals at, and the speed limit over the points.

The staff at fault were suitably punished.

North Western Railway.

On the night of the 30th August 1916, the down Lahore-Calcutta mail ran into the rear of a goods train which was standing at Kalanour station, between Ambala and Saharanpur, resulting in the death of 2 European and 7 Indian passengers, and injuries to 5 European and 20 Indian passengers. The majority of the casualties occurred in the two vehicles of the mail train next to the engine which were completely wrecked. Five wagons and a brake van of the goods train were also completely smashed. Judging by the damage done the speed of the mail was estimated to have been at least 30 miles an hour at the time of the collision.

The case was the subject of departmental enquiry as a result of which the accident was attributed to the negligence of the driver of the mail in running past all the signals which were set against his train. The driver was subsequently prosecuted and sentenced to six months' rigorous imprisonment.

Railway Staff.

The total number of servants in railway employ at the close of the year was 636,488, of which number 6,907 were Europeans, 10,425 Anglo-Indians and 619,156 Indians. Of the Europeans and Anglo-Indians 15,311 were enrolled as Volunteers. At the close of 1916-17 there were 11,384 children and 10,413 apprentices and workmen attending the Railway Schools.

The corresponding figures for the past ten years are shown in the following table :—

Year.	Employes.				Number who are Volunteers.	Children attending Railway Schools.	Apprentices and Workmen attending Railway Schools.
	Europeans.	Anglo-Indians.	Indians.	Total.			
1907	7,186	9,984	499,983	517,153	13,616	7,140	7,358
1908	7,344	9,951	508,188	525,483	13,911	8,719	6,513
1909	7,273	9,685	493,933	510,896	13,924	7,922	8,912
1910	7,406	9,554	522,741	539,701	13,723	8,289	8,552
1911	7,685	9,872	545,337	562,894	14,632	8,679	8,280
1912	7,850	10,066	571,506	589,422	15,014	9,682	9,591
1913-14	7,986	10,437	614,882	633,305	15,606	10,992	8,943
1914-15	7,611	10,349	582,493	600,483	15,481	10,664	10,163
1915-16	7,274	10,412	607,919	625,605	15,449	11,232	10,474
1916-17	6,907	10,425	619,156	636,488	15,311	11,384	10,413

Conclusion.

From a consideration of the various matters which have been dealt with in this Report it will be clear that the demands made on railways under the abnormal conditions of the present time have been extremely heavy. They have in many directions contributed to the war. They have had at the same time to carry an unprecedented traffic. They have been hampered by depletion of staff. They have been hampered by scarcity of materials of every kind. On no occasion, whether called on to undertake an entirely new work such as the manufacture of shell, to carry out against time the construction of new railways or to deal with a sudden press of essential traffic, have they failed to do what was required of them. Results of this kind are a tribute to the efficiency of the staff as a whole, and were rendered possible only by the co-operation of all ranks from the highest to the lowest. The Railway Board desire therefore to conclude their Report with an acknowledgment of the devotion to duty of all grades of the railway staff, and of the success which they have attained.

Notes on the relation of the Government to Railways in India.

(Reprinted from the Report for 1914-15.)

Diversity of relations between the State and Railways.

One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, three (the North Western, Eastern Bengal, and Oudh and Rohilkhand Railways) are owned and worked by the State; eight (the East Indian, Great Indian Peninsula, Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam-Bengal, Bengal-Nagpur, South Indian, and Burma) are owned by the State but worked on its behalf by companies enjoying a guarantee of interest from the Government; three important lines (the Bengal and North-Western, Rohilkund and Kumaon, and Southern Punjab) and many of less importance are the property of private companies, some being worked by the owning companies and some by the State or by the companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all railways in British India (and also, by virtue of arrangements with Native States, in respect of the chief railways passing through such States), certain general powers. Thus a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all railways in British India greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all companies in British India, and a preponderating interest in most of those which are of the first importance.

History of relations of the Government and companies.

The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson, afterwards Chief Engineer of the East Indian Railway, and others; they included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the East India Company of a specified return. A contract for the construction by the East Indian

Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for a line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute dated 20th April 1853, explained his reasons for preferring the agency of companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that the State Engineer officers would make railways as well and possibly as cheaply and as expeditiously as companies; but that the withdrawal from other duties of the large number of officers required would be detrimental to the public interest, that the conduct of commercial undertakings did not fall within the proper functions of any Government and least of all within the functions of the Government of India, since the dependence of the population on the Government was, in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old guaranteed railways.

The policy supported by Lord Dalhousie was adopted, and between 1854 and 1860 contracts for the construction of Railways in India were made by the East India Company, or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Scinde (afterwards the Scinde, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company—see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the railway companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, 4¾ and 4½ per cent. according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance, except the choice of staff, the companies were placed by the contracts under the supervision and control of the Government, which had power to decide on the standard and details of construction; the rolling-stock to be provided; the number, time, and speed of trains; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling stock, plant, and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the companies' interests therein, and also to enable the companies to surrender their lines to the Government and to receive in return their capital at par.

Early attempts to secure funds for railway construction without a guarantee.

An attempt to secure the construction of railways in India, on terms more favourable to the Government than those of the contracts with the original guaranteed companies, was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company

which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864 the terms granted to the two companies mentioned were taken as a standard for general adoption with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of cost, would grant an annual subsidy for 20 years at a rate not exceeding 100*l.* per mile of line, with an addition in respect of large bridges costing more than 10,000*l.* These terms failed to attract capital, and the two unguaranteed companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the "Oudh and Rohilkhand Railway Company") by which the company was guaranteed interest at 5 per cent per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed companies as follows:—"The Government of India has for several years been striving to induce capitalists to undertake the construction of railways in India at their own risk, and on their responsibility with a minimum of Government interference. But the attempt has entirely failed, and it has become obvious that no capital can be obtained for such undertakings otherwise than under a guarantee of interest fully equal to that which the Government would have to pay if it borrowed directly on its own account."

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies, of the type that had provided capital for, and had constructed, the first railways in India, should be continued. The Government of India expressed their objections to this course. They doubted whether their power of control over such companies secured the greatest possible economy in construction. They also disliked the arrangements under which they guaranteed the interest on the capital of companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of successful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India:—

1. Arrangements were made with some of the most important of the guaranteed companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of the interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three companies, the Great Indian Peninsula, the Bombay, Baroda and Central India, and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.

2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods which it was expected that it would be

able to use. Accordingly for several years after 1869 the chief capital expenditure on railways was incurred direct by the State and no fresh contracts with guaranteed companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawaddy Valley, and Tirhoot.

Progress in the construction of railways.

By the end of 1879, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by companies which had expended approximately, 97,872,000*l*. (These figures include the Calcutta and South-Eastern and Nalhati Railways, which were constructed by companies but were purchased by the Government in 1868 and 1872, respectively.) By the same date 2,175 miles of railway had been constructed by the Government at a cost of 23,395,226*l*.

Introduction of modified guarantee terms.

In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to allow of such progress in railway construction as was desirable. With reference to this difficulty the Famine Commissioners remarked "that there would be manifest advantages in giving free scope to the extension of railways by private enterprise if it were possible; and, though the original form of guarantee has been condemned, it may not be impossible to find some substitute which shall be free from its defects, and may secure the investment of capital in these undertakings without involving the Government in financial or other liabilities of an objectionable nature."

Action in the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkund and Kumaon in 1882) and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal-Nagpur in 1887). The Bengal and North-Western and the Rohilkund and Kumaon Railway Companies are referred to more fully in a later paragraph. The Bengal Central Railway Company's operations were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at 3½ per cent. on the company's capital the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the Company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway company was also 3½ per cent; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and Bengal-Nagpur Railway Companies was 4 per cent., and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The lines constructed by the three companies last mentioned were declared to be the property of the Secretary of State, who had the right to determine the contracts at the end of approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam-Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capital provided by each. The rate of guarantee in the case was 3½ per cent. for the first six years and thereafter 3 per cent. The Burma Railways Company was formed in 1897 to manage and develop the line in that Province that had been constructed by the State. Interest at 2½ per cent. was guaranteed on the share capital raised by the company, and the surplus profits were originally divisible in the proportion of four-fifths to the Secretary of State and one-fifth to the Company, but since 1908 the division has been proportional to the capital invested by each in the undertaking. The contract with the Burma Company is terminable by the Secretary of State in 1928 or on subsequent occasions, on repayment of the company's capital at par.

The terms of guarantee given to the companies formed since 1880 have thus been much more favourable to the Government than in the case of those formed before 1869.

Termination of contracts of the old guaranteed companies.

In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has deferred in different cases. The Eastern Bengal, Oudh and Rohilkhand, and Scinde, Punjab and Delhi lines were purchased and transferred to State management, the last named now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In all other cases (East Indian, South Indian, Great Indian Peninsula, Bombay, Baroda and Central India, Southern Mahratta, and Bengal-Nagpur), the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods :—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital, and modification in favour of the Government of the clauses relating to the division of surplus profits.

Arrangements between the Government and companies at present.

Particulars of the contracts now existing with Guaranteed companies will be found in Appendix 1 of Volume II of this Report. But the relations between the Government and the Guaranteed companies now working railways may be summarised as follows :—

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through the acquisition by the Government of the greater part of the companies' interests on the termination of old contracts.

When funds are required for further capital expenditure, the Government has the option either of providing them or of calling on the company to provide them. The company receives guaranteed interest at a fixed rate on its capital ; and similar payments out of the earnings are made to the Government. If, after these have

been made, surplus profits remain, they are divided between the Government and the company in the various proportions provided for by the contracts. The company's share is in all cases only a small fraction of the Government's share.

All the contracts, except one, which is for a fixed term of 25 years, are terminable at the option of the Secretary of State, at specified dates ; and on termination the company's capital is repayable at par (except in the case of the East Indian Railway Company, which is for special reasons to receive a terminable annuity instead of a cash payment).

The administrative control exercised by the Government over the companies is as follows :—

The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery ; to keep the rolling-stock in good repair and in good working condition ; and to maintain a sufficient staff for the purposes of the line ;—all to the satisfaction of the Secretary of State.

The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and the settlement of through rates, and for additions and alterations to or the redistribution of existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the power of supervision and control reserved to him. In particular the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto on all proceedings of the Board. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

Thus the Government has the preponderating financial interest in the lines worked by the two classes of Guaranteed companies, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the companies.

Other lines worked by companies.

In addition to the lines referred to above, and apart from lines constructed by branch line companies, District Boards and Native States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway. (The Rohilkund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894.) While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Bareilly Railway to the latter. Their lines can be purchased by the State in 1932 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the Guaranteed companies. Failing purchase in 1932, the lines will become the property of the State in 1981 on terms much less favourable to the companies. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised, as explained above, over Guaranteed companies.

Controlling Authority.

The greater number of the powers for the detailed control of railways as described in the foregoing paragraphs are vested in the Railway Board. The Board consist of a President and two Members with a Secretariat establishment.

RAILWAY DEPARTMENT

GOVERNMENT OF INDIA

RAILWAY BOARD

Railways in India

Administration Report for the year

1916-17

VOLUME II

APPENDICES

SIMLA
GOVERNMENT CENTRAL PRESS
1917

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APPENDIX 1.

History of railways constructed and in progress.

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Railway.	Number. Main head.	Number. Sub-head.	Gauge.	Working or constructing agency.	Page.
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A					
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Ahmadpur-Katwa...	27	(a)	2′ 6″	Ahmadpur-Katwa Ry. Co. ...	214
Ahmedabad-Dholka	2	(g)	3′ 3 3/8″	B. B. & C. I. Ry. Co. ...	28
Ahmedabad-Parantij	2	(h)	3′ 3 3/8″	B. B. & C. I. Ry. Co. ...	30
Ambaji-Taranga Light	28	(a)	2′ 6″	Ambaji-Taranga Light Ry. Co....	214
Amritsar-Patti	8	(b)	5′ 6″	N. W. Ry.	119
Arakan Light	29	(a)	2′ 6″	Arakan Light Ry. Co. ...	214
Arrah-Sasaram Light	30	(a)	2′ 6″	Arrah-Sasaram Light Ry. Co. ...	215
Assam-Bengal	11	(a)	3′ 3 3/8″	Assam-Bengal Ry. Co. ...	162
B					
Bangalore-Chik Ballapur Light ...	31	(a)	2′ 6″	Mysore Durbar	217
Bankura-Damoodar River	32	(a)	2′ 6″	Bankura-Damoodar River Ry. Co.	218
Baran, Kotah	5	(c)	5′ 6″	G. I. P. Ry. Co.	75
Baraset-Basirhat Light	33	(a)	2′ 6″	Baraset-Basirhat Light Ry. Co....	219
Barsi Light	34	(a)	2′ 6″	Barsi Light Ry. Co. ...	221
Bengal and North-Western	12	(a)	3′ 3 3/8″	B. & N. W. Ry. Co.... ...	166
Bengal Dooars	13	(a)	3′ 3 3/8″	Bengal Dooars Ry. Co. ...	174
Bengal Dooars Extensions	13	(b)	3′ 3 3/8″	Bengal Dooars Ry. Co. ...	176
Bengal-Nagpur	1	(a)	5′ 6″	B. N. Ry. Co.	5
Bengal Provincial	35	(a)	2′ 6″	Bengal Provincial Ry. Co. ...	223
Bezwada Extension	7	(b)	5′ 6″	N. G. S. Ry. Co.	109
Bezwada-Masulipatam	6	(e)	3′ 3 3/8″	M. & S. M. Ry. Co.... ...	94
Bhavnagar State	14	(a)	3′ 3 3/8″	Bhavnagar Durbar	178
Bhopal-Itarsi	5	(d)	5′ 6″	G. I. P. Ry. Co. ...	76
Bhopal-Ujjain	5	(e)	5′ 6″	G. I. P. Ry. Co. ...	78
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Bina-Goona-Baran	5	(f)	5′ 6″	G. I. P. Ry. Co.	79
Birur-Shimoga	6	(f)	3′ 3 3/8″	M. & S. M. Ry. Co.... ...	95
Bodeli-Chhota Udaipur	2	(s)	2′ 6″		44
Bombay, Baroda and Central India, 5′ 6″ gauge section	2	(a)	5′ 6″	B. B. & C. I. Ry. Co. ...	16
Bombay, Baroda and Central India, 3′ 3 3/8″ gauge section	2	(f)	3′ 3 3/8″	B. B. & C. I. Ry. Co. ...	26
Bombay Port Trust	...	...	5′ 6″	Bombay Port Trust... ...	45
Broach-Jambusar	2	(n)	2′ 6″	B. B. & C. I. Ry. Co. ...	40
Bukhtiarpur-Bihar Light	36	(a)	2′ 6″	Bukhtiarpur-Bihar Light Ry. Co.	225
Burdwan-Katwa	37	(a)	2′ 6″	Burdwan-Katwa Ry. Co. ...	227
Burma	15	(a)	3′ 3 3/8″	Burma Rys. Co.	180
Burma Extensions	15	(b)	3′ 3 3/8″	Burma Rys. Co.	183
C					
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Cawnpore-Burhwal link	9	(c)	3′ 3 3/8″	B. & N. W. Ry. Co. ...	145
Champaner-Shivrajpur Light	38	(a)	2′ 6″	Guzerat Rys. Co.	229
Chaparmukh-Silghat	11	(c)	3′ 3 3/8″	A. B. Ry. Co.	165
Chickjajur-Chitaldrug	16	(a)	3′ 3 3/8″	Mysore Durbar	186
Cooch Behar State	3	(d)	3′ 3 3/8″	E. B. Ry.	54
Cutch State	39	(a)	2′ 6″	Cutch Durbar	230
D					
Darjeeling-Himalayan	52	(a)	2′ 0″	Darjeeling-Himalayan Ry. Co.	245
Darjeeling-Himalayan Extensions ...	52	(b)	2′ 0″	Darjeeling-Himalayan Ry. Co.	246
Dasghara-Jamalpurgunj	35	(b)	2′ 6″	Bengal Provincial Ry. Co. ...	224
Dehri-Rohtas Light	40	(a)	2′ 6″	Dehri-Rohtas Light Ry. Co. ...	231
Delhi-Umballa-Kalka	4	(b)	5′ 6″	E. I. Ry. Co.	65
Dholpur-Bari	41	(a)	2′ 6″	Dholpur Durbar	232
Dhond-Baramati	5	(h)	2′ 6″	G. I. P. Ry. Co.	83
Dhone-Kurnool	6	(g)	3′ 3 3/8″	M. & S. M. Ry. Co.... ...	97
Dhrangadra	14	(b)	3′ 3 3/8″	Bhavnagar Durbar	179
Dibru-Sadiya	17	(a)	3′ 3 3/8″	Assam Rys. & Tradg. Co. ...	187
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E					
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3′ 3⅜″ gauge section ...	3	(c)	3′ 3⅜″	E. B. Ry.	52
2′ 6″ gauge section ...	3	(c)	2′ 6″	E. B. Ry.	54
East Indian	4	(a)	5′ 6″	E. I. Ry. Co.	58
Ellichpur-Yeotmal	5	(i)	2′ 6″	G. I. P. Ry. Co.	83
F					
Futwah-Islampur	43	(a	2′ 6″	Futwah-Islampur Ry. Co. ...	234
G					
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Gaekwar's Mehsana	2	(i)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	32
Godhra-Lunavada	44	(a)	2′ 6″	Guzerat Rys. Co.	235
Gondal-Porbandar State	18	(a)	3′ 3⅜″	Gondal and Porbandar Durbars	190
Gondia-Chanda Extension	1	(b)	2′ 6″	B. N. Ry. Co.	10
Great Indian Peninsula	5	(a)	5′ 6″	G. I. P. Ry. Co.	69
Gwalior Light	53	(a)	2′ 0″	Gwalior Durbar	248
H					
Hardwar-Dehra	9	(b)	5′ 6″	O. & R. Ry.	144
Hindupur (Yesvantpur-Mysore Frontier) ...	6	(h)	3′ 3⅜″	M. & S. M. Ry. Co.	98
Hingoli Branch	7	(c)	3′ 3⅜″	N. G. S. Ry. Co.	111
Howrah-Amta Light	54	(a)	2′ 0″	Howrah-Amta Light Ry. Co. ...	249
Howrah-Sheakhala Light	55	(a)	2′ 0″	Howrah-Sheakhala Light Ry. Co.	251
Hyderabad-Godavari Valley	7	(d)	3′ 3⅜″	N. G. S. Ry. Co.	112
J					
Jacobabad-Kashmor	8	(o)	2′ 6″	N. W. Ry.	135
Jagadhri Light	56	(a)	2′ 0″	Jagadhri Light Ry. Co. ...	253
Jaipur State	2	(j)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	34
Jammu and Kashmir (Native State section)	8	(c)	5′ 6″	N. W. Ry.	120
Jamnagar	19	(a)	3′ 3⅜″	Navanagar Durbar	193
Jessore-Jhenidah	45	(a)	2′ 6″	Jessore-Jhenidah Ry. Co. ...	237
Jetalsar-Rajkot	18	(b)	3′ 3⅜″	Gondal and Porbandar Durbars...	190
Jind-Panipat (Native State section) ...	4	(c)	5′ 6″	E. I. Ry. Co.	67
Jodhpur-Bikaner, Jodhpur section ...	20	(a)	3′ 3⅜″	Jodhpur-Bikaner Ry. ...	194
Bikaner section ...	20	(b)	3′ 3⅜″	Jodhpur-Bikaner Ry. ...	196
Jodhpur-Hyderabad (British section) ...	20	(c)	3′ 3⅜″	Jodhpur-Bikaner Ry. ...	197
Jorhat (Provincial)	57	(a)	2′ 0″	Assam Administration ...	254
Jubbulpore-Gondia Extension ...	1	(c)	2′ 6″	B. N. Ry. Co.	10
Jullundur-Mukerian	8	(d)	5′ 6″	N. W. Ry.	121
Junagad State	21	(a)	3′ 3⅜″	Junagad Durbar	202
K					
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Katakhal-Lalabazar	11	(d)	3′ 3⅜″	A. B. Ry Co.	165
Khanpur-Chachran	8	(e)	5′ 6″	N. W. Ry.	122
Khijadiya-Dhari	18	(c)	3′ 3⅜″	Gondal and Porbandar Durbars	192
Khulna-Bagirhaut	3	(f)	2′ 6″	E. B Ry	57
Kohat-Thal	8	(q)	2′ 6″	N. W. Ry.	138
Kolar District	47	(a)	2′ 6″	Mysore Durbar	239
Kolar Gold-fields	6	(b)	5′ 6″	M. & S. M. Ry. Co. ...	91
Kolhapur State	6	(i)	3′ 3⅜″	M. & S. M. Ry. Co. ...	99
Kosamba-Zankhvav	2	(p)	2′ 6″	B. B. & C. I. Ry. Co. ...	42
Kulasekarapatnam-Tissianvillai Light ...	58	(a)	2′ 0″	East India Distilleries and Sugar Factories, Ltd., of Madras.	255

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Larkhana-Jacobabad	8	(t)	2′ 6″	Sind Light Ry. Co.	140
Ledo and Tikak-Margherita Colliery ...	17	(b)	3′ 3 3/8″	Assam Rys. & Tradg. Co. ...	188
Lucknow-Bareilly	25	(b)	3′ 3 3/8″	R. & K. Ry. Co.	210
Ludhiana-Dhuri-Jakhal	8	(f)	5′ 6″	N. W. Ry.	124
M					
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Madras and Southern Mahratta, 5′ 6″ gauge section	6	(a)	5′ 6″	M. & S. M. Ry. Co. ...	87
3′ 3 3/8″ gauge section	6	(d)	3′ 3 3/8″	M. & S. M. Ry. Co. ...	93
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Mandra-Bhaun	8	(g)	5′ 6″	N. W. Ry.	125
Matheran Light	5	(j)	2′ 0″	G. I. P. Ry. Co.	85
Mayurbhanj Extension	1	(k)	2′ 6″	B. N. Ry. Co.	15
Mirpur Khas-Jhudo	20	(d)	3′ 3/8″	Jodhpur-Bikaner Ry. ...	198
Mirpur Khas-Khadro	20	(e)	3′ 3 3/8″	Jodhpur-Bikaner Ry. ...	200
Mohari-Barauli	41	(b)	2″ 6″	Dholpur Durbar	232
Morappur-Hosur	10	(k)	2′ 6″	S. I. Ry. Co.	159
Mourbhanj State	1	(d)	2′ 6″	B. N. Ry. Co.	11
Morvi	22	(a)	3′ 3 3/8″ / 2′ 6″	Morvi Durbar	203
Mymensingh-Bhairab Bazar	11	(b)	3′ 3 3/8″	A. B. Ry. Co.	164
Mymensingh-Jamalpur-Jagannathganj ...	3	(e)	3′ 3 3/8″	E. B. Ry.	56
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Mysore-Nanjangud	6	(j)	3′ 3 3/8″	M. & S. M. Ry. Co. ...	100
Mysore section (Madras and Southern Mahratta).	6	(k)	3′ 3 3/8″	M. & S. M. Ry. Co. ...	100
N					
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Nagda-Ujjain	2	(b)	5′ 6″	B. B. & C. I. Ry. Co. ...	20
Nagpur-Chhindwara Extension ...	1	(e)	2′ 6″	B. N. Ry. Co.	12
Navsari-Kamrej Light	2	(t)	2′ 6″	Baroda Durbar	44
Nilgiri	10	(c)	3′ 3 3/8″	S. I. Ry. Co.	150
Nizam's Guaranteed State	7	(a)	5′ 6″	N. G. S. Ry. Co.	107
North Western	8	(a)	5′ 6″	N. W. Ry.	115
Nowshera-Durgai	8	(r)	2′ 6″	N. W. Ry.	139
O					
Okhamandal	24	(a)	3′ 3 3/8″	Baroda Durbar	204
Oudh and Rohilkhand	9	(a)	5′ 6″	O. & R. Ry.	141
P					
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Palanpur-Deesa	2	(k)	3′ 3 3/8″	B. B. & C. I. Ry. Co. ...	36
Panposh-Raipura	1	(j)	5′ 6″	B. N. Ry. Co. ...	15
Parlakimedi Light...	1	(f)	2′ 6″	B. N. Ry. Co. ...	12
Peralam-Karaikkal	10	(d)	3′ 3 3/8″	S. I. Ry. Co.	151
Petlad-Cambay, Anand-Tarapur section ...	2	(c)	5′ 6″	B. B. & C. I. Ry. Co. ...	21
Tarapur-Cambay section ...	2	(d)	5′ 6″	B. B. & C. I. Ry. Co. ...	22
Petlad-Vaso	2	(q)	2′ 6″	B. B. & C. I. Ry. Co. ...	42
Phagwara-Rahon	8	(h)	5′ 6″	N. W. Ry.	127
Pipar-Bilara Light	20	(f)	2′ 0″	Jodhpur-Bikaner Ry. ...	201
Podanur-Pollachi	10	(e)	3′ 3 3/8″	S. I. Ry. Co.	152
Pondicherry	10	(f)	3′ 3 3/8″	S. I. Ry. Co.	153
Powayan Light	25	(c)	2′ 6″	R. & K. Ry. Co.	211
Pulgaon-Arvi	5	(l)	2′ 6″	G. I. P. Ry. Co.	86
Purulia-Ranchi Branch	1	(g)	2′ 6″	B. N. Ry. Co.	13

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Index—*concld.*

Railway.	Number. Main head.	Number. Sub-head.	Gauge.	Working or constructing agency.	Page.
1	2	3	4	5	6
R					
Raipur-Dhamtari Branch	1	(*h*)	2′ 6″	B. N. Ry. Co.	14
Rajpipla State	2	(*r*)	2′ 6″	B. B. & C. I. Ry. Co. ...	43
Rajpura-Bhatinda	8	(*i*)	5′ 6″	N. W. Ry.	127
Rohilkund and Kumaon	25	(*a*)	3′ 3⅜″	R. & K. Ry. Co.	205
S					
Sangli State	6	(*l*)	3′ 3⅜″	M. & S. M. Ry. Co. ...	102
Sara-Sirajganj	3	(*b*)	5′ 6″	E. B. Ry.	50
Secunderabad-Gadwal	7	(*e*)	3′ 3⅜″	N. G. S. Ry. Co.	113
Shahdara (Delhi)-Saharanpur Light ...	50	(*a*)	2′ 6″	Shahdara (Delhi)-Saharanpur Light Ry. Co.	242
Shoranur-Cochin	10	(*g*)	3′ 3⅜″	S. I. Ry. Co.	154
Sialkot-Narowal	8	(*j*)	5′ 6″	N. W. Ry.	129
South Bihar	4	(*d*)	5′ 6″	E. I. Ry. Co.	67
South Indian, 5′ 6″ gauge section ...	10	(*a*)	5′ 6″	S. I. Ry. Co.	146
3′ 3⅜″ gauge section ...	10	(*b*)	3′ 3⅜″		147
Southern Punjab, Main line	8	(*k*)	5′ 6″	N. W. Ry.	129
Jullundur Doab ...	8	(*l*)	5′ 6″		132
Ludhiana Extension ...	8	(*m*)	5′ 6″		133
Sutlej Valley ...	8	(*n*)	5′ 6″		135
Southern Shan States	15	(*c*)	3′ 3⅜″	Burma Rys. Co.	185
Suramangalam-Salem	10	(*m*)	5′ 6″	S. I. Ry. Co.	160
T					
Tanjore District Board	10	(*h*)	3′ 3⅜″	S. I. Ry. Co.	155
Tapti Valley	2	(*e*)	5′ 6″	B. B. & C. I. Ry. Co. ...	24
Tarikere-Narasimharajapura	59	(*a*)	2′ 0″	Mysore Durbar ...	256
Tenali-Repalli	6	(*c*)	5′ 6″	M. & S. M. Ry. Co. ...	92
Tezpore-Balipara Light	51	(*a*)	2′ 6″	Tezpore-Balipara Light Ry. Co.	244
Tinnevelly-Quilon (Travancore), British section	10	(*i*)	3′ 3⅜″	S. I. Ry. Co.	157
Native State section	10	(*j*)	3′ 3⅜″		158
Tinnevelly-Tiruchendur	10	(*o*)	3′ 3⅜″		161
Tirhoot	12	(*b*)	3′ 3⅜″	B. & N. W. Ry. Co. ...	171
Tirupattur-Krishnagiri	10	(*l*)	2′ 6″	S. I. Ry. Co.	160
Trans Indus (Kalabagh-Bannu) ...	8	(*s*)	2′ 6″	N. W. Ry.	139
Trichinopoly-Pudukkottai	10	(*p*)	3′ 3⅜″	S. I. Ry. Co.	161
Tumsar-Tirodi Light	1	(*i*)	2′ 0″	B. N. Ry. Co.	15
U					
Udaipur-Chitorgarh	26	(*a*)	3′ 3⅜″	Mewar Durbar	213
V					
Vijapur-Kalol-Kadi	2	(*l*)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	37
W					
West of India Portuguese	6	(*m*)	3′ 3⅜″	M. & S. M. Ry. Co.... ...	103

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

GENERAL.

From the year 1906-07 Interest on Debt in India has been calculated at the actual average rate for the year of interest on the mean non-specific debt of India, instead of at the fixed rates of 4 and 3½ per cent previously employed. The actual rates from 1906-07 to 1916-17 were 3·437, 3·412, 3·358, 3·384, 3·377, 3·401, 3·500, 3·388, 3·499, 3·4725 and 3·2964 per cent, respectively.

One effect of the change is that, in some cases, while the capital outlay on a railway at the end of 1907 was more than that at the end of 1906, the interest charge in connection therewith was less.

Number $\frac{\text{Main head 1}}{\text{Sub-heads } (a) \text{ to } (k)}$. BENGAL-NAGPUR RAILWAY SYSTEM—

Chairman—ROBERT MILLER, ESQ.
Managing Director—SIR T. R. WYNNE, K.C.S.I., K.C.I.E.
Offices—132, Gresham House, Old Broad Street, London, E.C.
Date of registration of the Company—23rd February 1887.

Lines comprised in the system.—The Bengal-Nagpur railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal-Nagpur railway proper (5′ 6″ gauge) . . . 1,567·00 East Coast railway, Northern section (5′ 6″ gauge)* . 321·55	1,888·55	266·20	2,154·75
(*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)	217·25	...	217·25
(*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)	311·81	8·43	320·24
(*d*) Mourbhanj State railway (2′ 6″ gauge)	32·41	...	32·41
(*e*) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2′ 6″ gauge)	97·20	...	97·20
(*f*) Parlakimedi Light railway (2′ 6″ gauge)	24·62	...	24·62
(*g*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)	115·30	...	115·30
(*h*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)	56·94	...	56·94
(*i*) Tumsar-Tirode Light railway (2′ 0″ gauge)	51·10	...	51·10
(*j*) Panposh-Raipura railway (5′ 6″ gauge)	...	14·30	14·30
(*k*) Mayurbbanj Extension railway (2′ 6″ gauge)	...	38·71	38·71
Total	2,795·18	327·64	3,122·82

Running powers—

Home line over Foreign lines :—

At Katni, East Indian railway	for passenger and goods trains	0·30
At Asansol and Katrasgarh, East Indian railway	for passenger and goods trains	1·16
At Howrah, East Indian railway, for passenger trains only		1·00
At Nagpur, Great Indian Peninsula railway	for passenger and goods trains	0·65
Waltair to Vizagapatam, including wharf and swamp lines, Madras and Southern Mahratta railway (5′ 6″ gauge)	for passenger and goods trains	4·97
Total		8·08

Foreign lines over Home line :—

Great Indian Peninsula railway, Nagpur to Itwari Bazar, 1·73 miles, for goods trains and 1·60 miles, at Katni, for passenger trains.	3·33
Total	3·33

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—

The Bengal-Nagpur Railway Company was formed in 1887 and took over the Nagpur-Chhattisgarh State railway and constructed other lines, embracing in all a system of railways known as the Bengal-Nagpur railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
BENGAL-NAGPUR PROPER—					
Main line—					
Asansol to Damoodur	12-6-89	4·62			
Damoodur to Purulia	14-12-89	44·56			
Purulia to Chakardharpore	22-1-90	72·23			
Chakardharpore to Goilkera	15-5-90	20·90			
Goilkera to Jharsuguda	1-2-91	104·92			
Jharsuguda to Raigarh	20-4-90	44·42			
Raigarh to Bilaspur	10-2-90	82·40			
Bilaspur to Raipur	10-1-89	68·52			
Raipur to Raj-Nandgaon	4-12-88	42·04			
Raj-Nandgaon to Nagpur	1880, '81 & '82†	145·26			
			629·87		† These are the dates of opening in sections of the original 3′ 3½″ gauge line, which was converted to the 5′ 6″ gauge and reopened on the 27th November 1888.
Branches—					
Sanctoria coal branch—					
Damoodur to the Sanctoria collieries	12-6-89	8·11			
			8·11		
Chaurashi branch—					
Ramkanali to Nodiha Colliery siding (siding No. 7)	1-2-03	8·52			
			8·52		
Sambalpur branch—					
Jharsuguda to Sambalpur	1-2-93	29·90			
			29·90		
Carried over	...	...	...	676·40	

*Transferred for working as an integral part of the Bengal-Nagpur railway from the 1st January 1901.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (k)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward ...	...	...	...	676·40	
Katni branch—					
Bilaspur to Birsinghpur	1-2-91	142·32			
Birsinghpur to Umaria	11-5-90	18·46			
Umaria to Katni	2-11-86	35·88			
Katni to Marwara Junction	1-1-01	0·65			
			197·31		
Kanhan to Dattapahar	26-9-07	17·39			
			17·39		
Calcutta extension—					
Sini to Khargpur	1-6-98	100·02			
Khargpur to Khal Bridge	17-12-98	36·57			
Khal Bridge to Rajapur Khal	24-5-00	18·80			
Rajapur Khal to Howrah	14-12-00	15·31			
Fort Gloster branch 1·56, Lawrence Mill 0·83 and East Roop Narain Bank 0·81 and Kidderpore Port line 0·60	14-12-00	3·80			
			174·50		
Shalimar branch—					
Santragachi to Shalimar	15-3-01	3·15			
			3·15		
Cuttack extension—					
Khargpur to Balasore	17-12-98	71·86			
Balasore to Cuttack	10-1-99	110·40			
			182·26		
Jharia extension—					
Khargpur to Cossye river	20-12-99	6·40			
Right bank of the Cossye river to Midnapore	8-6-01	1·55			
Midnapore to Bhojudih	1-2-03	114·95			
Bhojudih to Gomoh	1-1-07	26·15			
Sudamdih block hut to Bhowrah block hut	17-2-14	1·72			
			150·77		
Branches and extensions on the Jharia Coal-fields—					
Bhojudih-Bhaga-Mohuda loop—					
Bhojudih to Bhaga	20-4-03	6·96			
Bhaga to Malkera	1-9-03	8·78			
Malkera to Mohuda	15-6-04	3·37			
			19·11		
Bhowra branch—	14-5-03	3·08			
			3·08		
Bhojudih-Pathardihi link	1-2-06 10-1-15	0·86 0·62			
			1·48		
Connection of B. N. Ry. and E. I. Ry. at Nonoodih—					
Bengal-Nagpur Railway's own line	5-3-15	0·93			
Bengal-Nagpur Railway and East Indian Railway joint line.	5-3-15	0·46			
			1·39		
Katras connections—					
Malkera to Katras	24-8-03	0·58			
Khanoodih to Katras	1-1-07	1·86			
			2·44		
Murulidih branch—					
Mohuda to Murulidih collieries	1-1-07	2·65			
			2·65		
Jamadoba loop—	16-9-03	5·42			
			5·42		
Kendua branch—	10-10-99	2·60			
			2·60		
Aldih branch—	1-2-06	2·54			
			2·54		
Vizianagram-Parvatipuram extension—					
Vizianagram to Bobbili	24-12-08	33·18			
Bobbili to Parvatipuram	8-3-09	15·20			
			48·38		
Bobbili-Salur branch—					
Bobbili to Salur	1-5-13	10·37			
			10·37		
Kalimati-Gorumahisani extension—					
Kalimati to Onlajori	1-2-11	34·12			
Onlajori to Gorumahisani	6-4-11	5·98			
			40·10		
Bokharo-Ramgarh extension—					
Bengal-Nagpur Railway's own line—					
Mohuda to outersignal of Jamuniatand	27-11-13	4·18			
Bengal-Nagpur and East Indian Railways' joint line (Section I)					
Outersignal of Jamuniatand to Chandrapura	27-11-13	6·02			
Chandrapura to 1.50 miles from Chandrapura	1-4-15	1·50			
1·50 miles from Chandrapura to Bermo [Section II].	1-4-15	10·08			
			21·78		
Kalamna-Itwari-Nagpur section—					
Kalamna *vid* Itwari to Nagpur	15-3-11	3·88	3·88		
				890·60	
TOTAL OPEN MILEAGE, BENGAL-NAGPUR PROPER	...	...	...	1,567·00	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads } (a) \text{ to } (k)}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . .	...	...	...	1,567·00	
EAST COAST RAILWAY, NORTHERN SECTION—					
Main line—					
Cuttack to Bhubaneswar	1-2-97	17·13			
Bhubaneswar to Khurda Road	20-7-96	11·75			
Khurda Road to Rambha	1-3-96	61·60			
Rambha to Berhampore-Ganjam	1-9-95	29·54			
Berhampore-Ganjam to Palasa	1-4-95	45·99			
Palasa to Parlakimedi Road (Naupada) . . .	17-12-94	15·97			
Parlakimedi Road (Naupada) to Vizianagram .	20-7-94	72·36			
Vizianagram to Waltair	15-7-93	37·78			
Naupada salt branch	...	2·37			
			294·49		
Puri branch—					
Khurda Road to Puri	1-2-97	27·06			
			27·06		
TOTAL EAST COAST RAILWAY, NORTHERN SECTION .	...	...	...	321·55	
TOTAL OPEN MILEAGE, BENGAL-NAGPUR RAILWAY, 5′ 6″ GAUGE.	...	...	...	1,888·55	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Raipur to Parvatipuram (sanctioned on 26th January 1906)	...	260·67			
Kandra-Gomharia Chord (sanctioned on 24th June 1914) .	...	5·53			
			266·20		
				266·20	
GRAND TOTAL, BENGAL-NAGPUR, 5′ 6″ GAUGE.	...	...	...	2,154·75	
DOUBLE LINE—					
BENGAL-NAGPUR PROPER—					
Howrah to Santragachi	12-12-00	3·42			
Santragachi to Bauria	17-6-02	10·80			
Bauria to Khargpur	15-3-07	55·86			
Shalimar branch	15-3-01	3·15			
Bankura to Adra	4-1-16	32·98			
TOTAL DOUBLE LINE .	...	...	106·21		

Details of construction—

Permanent-way.—The line is laid with 75-lb., 85-lb. and 90-lb. steel rails on transverse wooden, steel and cast iron pot sleepers.

Ballast.—The line is ballasted throughout with stone, except for a few miles on the Adra district (between Khargpur and Garbetta) where laterite is used.

Fencing.—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Barang-Waltair section.

Curves.—On the main line there are no curves sharper than 1,000 feet radius.

Gradients.—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100 between Sini and Khargpur, 1 in 125; between Khargpur and Waltair, 1 in 150; between Khargpur and Howrah, and Khurda Road and Puri, 1 in 200; and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction; and between Vizianagram and Parvatipuram, 1 in 125.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (k)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Contracts—

Dated the 9th March 1887 (called the original contract), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to taking over certain State railways and the construction of other lines, and their management, maintenance and working.

Dated the 31st December 1891 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction and working of the Sambalpur Branch railway.

Dated the 27th June 1901 (called the Debenture contract, supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the issue of debentures.

Dated the 23rd January 1902 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction of certain new lines and the working of the Northern section of the East Coast railway.

Dated the 28th April 1903 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 22nd February 1910 (supplemental to the contracts of 1887, 1891, 1901, 1902 and 1903), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction of certain further extensions and branch lines in connection with the Company's undertaking and to certain questions under the contract of 1902

Dated the 5th November 1912 (supplemental to the contracts of 1887, 1891, 1901, 1902, 1903 and 1910) *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to certain modifications of the original contract of 1887 as varied by the several supplemental contracts.

Dated the 4th March 1914 (supplemental to the contracts of 1887, 1891, 1901, 1902, 1903, 1910 and 1912) *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of interest at 4 per cent per annum in sterling on the Company's ordinary capital of £3,000,000 up to the 31st December 1913. Thereafter on this ordinary capital and on any further ordinary capital that may be required, the guarantee to be 3½ per cent.

(iii) *Distribution of profits—*

(*A*) *Up to 31st December 1913.*—The net earnings for any complete calendar year up to December 1912, and thereafter for any complete financial year, after providing for:—

(*a*) payment to Government of interest on advances made by Government for capital expenditure on the Company's extensions and on over-drafts of capital in connection with open line capital expenditure, at 3½ per cent per annum up to and including 30th June 1909, and thereafter at 3¾ per cent per annum (except for advances of capital expenditure on the Company's old extensions, interest on which continued to be paid at 3½ per cent per annum),

(*b*) repayment of interest paid by Government to the Company for that year, and

(*c*) payment of interest on capitalized interest under clause 21 of the supplemental contract, dated 23rd January 1902,

are divided in the ratio of ¾ths to the Government and ¼th to the Company if the ordinary capital of £3,000,000 is not increased before that date. If the said capital is increased, the Company's share of surplus profits shall be increased by the fraction which shall bear to one-fourth the same proportion as the additional capital bears to the existing capital of £3,000,000.

As from 1st January 1901, interest at 3½ per cent per annum on the capital expended by the Government on the Northern section of the East Coast railway, is a charge against the net earnings of the Company's undertaking, and the ¼th share of surplus profits formerly payable to the Company is further divisible between the Government and the Company in the proportion which the gross earnings of the Northern section of the East Coast railway bear to the gross earnings of the remainder of the Company's undertaking.

(*B*) *From 1st January 1914.*—With effect from the 1st January 1914, the net earnings attributable to the two half-years of a financial year, less—

(*a*) interest (not charged to capital under the provisions of the contract of 22nd February 1910) on debentures or debenture stock of the Company,

(*b*) guaranteed interest on Company's open line capital, and

(*c*) interest at 3½ per cent on the Secretary of State's open line capital,

shall be divided between the Secretary of State and the Company in the ratio of the average amounts during the year of the Secretary of State's open line capital and the Company's open line capital, in accordance with the contract of the 5th November 1912.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (k)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(iv) *Rates and fares.*—The Government to authorise maximum and minimum rates, and prescribe the various classes of passengers and goods as well as the extent to which, within the maxima and minima, the Company may vary the rates in respect of distance, weight or special conditions.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as those in force on State railways of the same gauge and at rates to be approved by Government.

(*b*) Government bullion and coin and the persons in charge thereof.—To be carried at special rates approved by Government.

(vi) *Power of the Government to determine contract.*—The railway and its appurtenances are declared to be absolutely the property of the Government, which may determine the contract by giving twelve months' previous notice on the 31st December 1950 or on the 31st December of any succeeding fifth year.

On the termination of the contract the Company is to hand over to the Government the railway and all its belongings of every description, and the Government are to repay the amount at par of the share capital which has been paid in by the Company.

The contract for the Sambalpur branch brings this branch within the provisions of the original contract of 9th March 1887, but provides that the Government may purchase the branch at any time after 1st January 1895, on giving twelve months' notice.

The contracts of 23rd January 1902 and 22nd February 1910 provide for the construction, maintenance and working of the new lines as part of the Company's undertaking, and are to remain in force until the original contract of 1887 shall be determined.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

Statistics of working (Those for the periods prior to 1888 will be found in Appendix 38 to the Report for 1907.)—

Includes the Northern section of the late East Coast railway, the Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwa extensions and Purulia-Ranchi and Raipur-Dhamtari branches and Tumsar-Tirodi Light railway.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Percentage of Company's share of net earnings (surplus profits *plus* guaranteed interest on share capital) on Company's capital.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs	Rs.	
1888 .	224·50	5 23,92,291	15,83,293	5,17,461	0·99	23,62,947	...	...	—18,45,486	136	67·32
1889 .	348·18	7,08,75,456	20,40,944	4,03,160	0·57	20,96,364	...	...	—25,93,204	112	80·25
1890 .	586·01	8,14,66,762	28,64,578	5,47,463	0·67	33,88,852	...	...	—28,41,389	94	80·89
1891 .	831·58	9,08 04,164	54,57,356	26,84,453	2·96	35,05,676	...	...	—8,21,223	126	50·82
1892 .	831·58	9,56,14,736	60,83,562	30,08,166	3·05	39,05,345	...	...	—8,97,179	141	50·55
1893 .	802·33	9,80,06,424	64,17,751	32,62,220	3·33	43,97,594	...	...	—11,35,374	144	49·17
1894 .	860·88	9,81,73,789	66,90,648	32,58,414	3·32	45,83,993	...	...	—13,25,579	149	51·30
1895 .	860·38	9,88,94,777	68,74,740	35,41,444	3·58	48,56,800	...	...	—13,15,356	153	48·49
1896 .	860 88	11,05,30,319	63,63,525	29,27,869	2·65	48,27,504	...	...	—18,99,635	142	54·03
1897 .	860·88	13,04,58,784	62,00,309	29,79,559	2·23	51,35,240	...	...	—21,55,681	138	51·94
1898 .	1,067·41	14,67,03,520	68,79,193	33,63,854	2·29	54,23,186	...	...	—20,59,332	124	51·10
1899 .	1,190·16	16.65,90,365	90,73,460	47,21,814	2·83	59,75,853	...	...	—12,54,039	147	47 96
1900 .	1,284·35	17,41,74,604	1,29,75,223	77,13,050	4·43	64,90,637	1,83,591	...	+10,38,822	194	40·56
1901 .	1,609·22	21,28,65,061	1,30,77,769	61,48,648	2·89	79,88,163	...	...	—18,39,515	156	52·98
1902 .	1,602·24	23,05,09,658	1,42,18,227	69,37,742	3·01	85,44,311	...	...	—16,06,569	170	51·31
1903 .	1,815·65	24,97,58,940	1,55,47,762	70,45,255	2·82	89,66,131	...	...	—19,20,876	165	54·69
1904 .	1,965·68	26,14,35,453	1,89,12,137	95,87,326	3·67	95,41,624	...	...	+46,702	185	49·31
1905 .	1,980·47	27,33,72,570	2,44,70,900	1,34,04,052	4·90	1,00,32,318	6,67,100	...	+27,04,634	238	45·22
1906 .	1,996·50	28,49,48,582	2,69,47,181	1,41,51,252	4·97	1,03,41,779	7,89,837	...	+30,19,636	259	47·49
1907 .	2,113·35	30,91,90,534	2,89,80,537	1,48,16,149	4·80	1,08,35,545	9,21,460	...	+30,89,144	263	48·77
1908 .	2,300·86	32,39,77,888	2,71,55,960	1,14,06,971	3·52	1,12,34,518	...	...	+1,72,453	227	57·99
1909 .	2,318·63	33,91,40,381	2,87,72,437	1,31,42,670	3·88	1,16,99,595	2,93,048	...	+11,50,063	236	54·32
1910 .	2,395·39	34,75,04,086	3,08,52,867	1,50,32,327	4·33	1,20,01,393	6,22,284	...	+24,05,650	248	51·28
1911 .	2,488·92	35,59,06,842	3,39,70,044	1,68,21,823	4·73	1,22,61,552	9,63,507	6·14	+35,96,764	262	50·48
1912 .	2,480·92	36,36,14,914	4,02,62,849	2,18,48,526	6·01	1,24,78,206	20,44,679	8·54	+73,25,641	311	45·74
1st qr. of 1913.	2,489·92	36,86,24,074	1,15,26,259	59,47,752	1·61	31,56,237	5,82,674	2·29	+22,08,841	356	48·40
1913-14 .	2,673·32	38,74,52,167	4,20,59,348	2,15,05,714	5·55	1,34,01,930	14,99,335	7·20	+66,04,449	303	48·87
1914-15 .	2,670·82	40,20,55,383	4,10,00,804	2,03,23,627	5·05	1,43,12,277	8,32,616	5 35	+51,78,734	295	50·46
1915-16 .	2,683·06	40,76,70,217	4,43,73,284	2,26,25,105	5·56	1,47,79,386	10,94,703	5·93	+67,51,013	318	49·01
1916-17 .	2,738·15	40,99,06,116	5,12,28,422	2,65,92,647	6·49	1,51,91,289	*15,95,201	7·04	+98,06,157	359	48·09

* The surplus profits for the year 1916-17 were divided between Government and the Company in the proportion of Rs. 26,11,92,262 to Rs. 4,50,00,000.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads } (a) \text{ to } (k)}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Gondia to Nagbhir	10-11-08	86·67		
Nagbhir to Rajoli	1-12-10	31·66		
Rajoli to Babupeth	1-4-13	35·87		
Babupeth to Chanda Fort	20-2-16	1·97		
			149·27	
Extensions—				
Nagbhir, *viâ* Itwari to Motibagh	10-11-08	65·59		
Line at Itwari	10-11-08	0·90		
	15-3-11	1·49	67·98	
TOTAL	...	...	...	217·25

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on sâl sleepers.
Ballast.—The line is ballasted with stone and moorum.
Fencing.—The line is not fenced.
Curves.—The sharpest curve is of 955 feet radius.
Gradients.—The ruling gradient is 1 in 100.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

Included under **1** (*c*) Jubbulpore-Gondia Extension (2′ 6″ gauge).

1 (*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Jubbulpore to Howbagh	15-9-05	1·00		
Howbagh to Burgi	7-4-05	16·56		
Burgi to Nainpur	5-7-04	51·00		
Nainpur to Gondia	18-4-03	73·73		
Branches—			142·29	
Mandla branch—				
Nainpur to Garha Mandla	15-2-09	26·40		
Barkuhi branch—			26·40	
Nainpur to Seoni	12-2-04	47·10		
Seoni to Chaurai	27-7-04	19·18		
Chaurai to Chhindwara	1-9-04	21·00		
Chhindwara to Khirsadoh	15-8-06	16·13		
Khirsadoh to Barkuhi	21-3-07	5·26		
Katangi branch—			108·77	
Balaghat to Katangi	1-5-13	28·93		
			28·93	
Ram Rama Branch	1-11-13	5·42		
			5·42	
TOTAL OPEN MILEAGE	...	...	...	311·81
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Khirsadoh to Sirgora (sanctioned on 24th June 1904)	...	8·43		
			8·43	
				8·43
GRAND TOTAL	...	...	...	320·24

Details of construction—

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.
Ballast.—The line is ballasted with stone, except between Seoni and Chhindwara where good black ballast has been used. Between Chhindwara and Barkuhi the ballast consists mainly of moorum.
Fencing.—Only important station yards are fenced.
Curves.—The sharpest curve is of 409 feet radius.
Gradients.—The ruling gradient is 1 in 80, except between Khirsadoh and Barkuhi where it is 1 in 60.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under **1** (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (k)}}$ **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)—*concld.*

Statistics of working—

Includes the Gondia-Chanda and Nagpur-Chhindwara Extensions.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903 .	76·95	85,92,012	45,307	20,527	0·24	16	54·69
1904 .	213·77	1,05,77,313	2,41,318	64,293	0·61	29	73·36
1905 .	228·77	1,24,84,733	5,09,764	1,27,468	1·02	44	74·99
1906 .	245·05	1,45,32,197	7,59,895	2,44,105	1·68	60	67·88
1907 .	250·10	1,89,72,323	10,02,418	3,65,276	1·93	77	63·56
1908 .	397·67	2,35,27,804	10,91,800	3,05,552	1·29	53	72·01
1909 .	428·46	2,61,54,689	11,86,745	1,67,544	0·64	53	85·88
1910 .	458·57	2,78,45,635	14,02,244	2,90,059	1·04	59	79·31
1911 .	507·59	3,21,83,455	15,64,717	3,59,177	1·12	59	77·05
1912 .	508·66	3,47,04,985	18,00,931	5,19,768	1·50	68	71·14
1st qr. of 1913.	508·66	3,53,01,590	6,11,057	2,21,399	0·63	92	63·77
1913-14 .	624·63	3,73,01,570	23,21,318	6,11,012	1·64	71	73·68
1914-15 .	621·86	3,87,20,451	21,17,243	3,90,901	1 01	65	81·54
1915-16 .	622·87	4,02,71,995	20,52,540	1,58,457	0·39	63	92·28
1916-17 .	626·26	4,09,73,512	22,08,616	3,61,479	0 90	68	83.63

1 (*d*) Mourbhanj State railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Rupsa to Baripada station	20-1-05	32·41	32·41

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with screened laterite, gravel and broken laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Without date, *between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company*, as to management, maintenance and working approved in Railway Board's letter No. 223-R.T. of the 10th March 1905.

Main provisions of agreement—

(i) *Land.*—Provided by the Mourbhanj State at the cost of capital.

(ii) *Government aid.*—The railway was constructed by the Mourbhanj State, whose property it is, and is managed, maintained, stocked and worked by the Bengal-Nagpur Railway Company as if it were part of the Company's undertaking.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The total amount of actual working expenses of the line, including cost of maintenance, is deducted by the Company from the gross receipts and the balance is paid to the Maharaja of Mourbhanj at the end of each year.

(v) *Rates and fares.*—Controlled by the Company.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin and the persons in charge thereof.— } None specified.

(vii) *Power of the Maharaja to determine agreement.*—
(viii) *Power of the Company to surrender agreement.*— } The agreement is terminable on 31st December of any year on three months' previous notice given by either party to the other.

(ix) *Term of agreement* [*if not determined under* (vii) *or* (viii)].—Not specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (k)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—***contd.*

1 (*d*) Mourbhanj State railway (2′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907		7,12,765	43,532	21,567	3·03	26	50·46
1908	32·41	7,18,970	50,791	28,633	3·98	30	43·62
1909	32·41	7,19,675	55,490	24,269	3·37	33	56·26
1910	32·41	7,19,785	58,333	25,256	3·51	35	56·70
1911	32·41	7,20,259	62,154	33,480	4·65	37	46·13
1912	32·41	7,20,259	51,390	22,906	3·18	30	55·42
1st qr. of 1913 . .	32·41	7,20,259	17,566	9,985	1·39	42	43·16
1913-14 . . .	32·41	7,23,469	66,942	37,274	5·15	40	44·32
1914-15 . . .	32·41	7,24,329	54,406	24,839	3·43	32	54·35
1915-16 . . .	32·41	7,26,506	47,530	16,309	2·24	28	65·62
1916-17 . . .	32·41	7,27,298	52,357	10,357	1·42	36	80·22

1 (*e*) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Itwari to Lodhikhera	1-1-11	42·25		
Lodhikhera to Sausar	10-5-11	7·40		
Sausar to Chhindwara	20-10-13	38·91		
			88·66	
Branches—				
Saoner to Khapa	1-1-11	4·59		
			4·59	
Katchidhana branch	20-10-13	4·04		
			4·04	
TOTAL . .	...	...	...	97·29

Details of construction—

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.
Ballast.—Cuttings are fully ballasted and banks are being moorumed throughout.
Fencing.—The line is not fenced.
Curves.—The sharpest curve is of 636·6 feet radius.
Gradients.—The ruling gradient is 1 in 80.

Contracts—

This line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

Included under 1 (*c*), Jubbulpore-Gondia Extension (2′ 6″ gauge).

1 (*f*) Parlakimedi Light railway (2′ 6″ gauge)—

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur Railway Company from the 1st January 1902.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Naupada to Parlakimedi	1-4-00	24·62	24·62

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on transverse wooden sleepers.
Ballast.—The line is ballasted throughout with laterite, gravel and stone.
Fencing.—Short lengths of fencing have been provided in a few places where the railway runs in cuttings alongside the road.
Curves.—There are no curves of less than 1,000 feet radius.
Gradients.—The ruling gradient is 1 in 100.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (k)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*f*) Parlakimedi Light railway (2′ 6″ gauge)—*concld.*

Agreement—

Dated the 24th January 1905, *between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company*, as to management, maintenance and working.

Main provisions of agreement—

(i) *Land.*—Provided by the Raja of Parlakimedi at the cost of capital.

(ii) *Government aid.*—The railway was constructed by the Raja of Parlakimedi, whose property it is, and is managed, maintained, stocked and worked by the Bengal-Nagpur Railway Company as if it were part of the Company's undertaking.

(iii), (iv) *Terms of working.*—*Distribution of profits.*—The total amount of actual working expenses of the line, including cost of maintenance, is deducted by the Company from the gross receipts, and the balance is paid to the Raja of Parlakimedi.

(v) *Rates and fares.*—Controlled by the Company.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } None specified.

(vii) *Power of the Raja to determine agreement.*—
(viii) *Power of the Company to surrender agreement.*— } The agreement is terminable on 31st December of any year on three months' previous notice given by either party to the other.

(ix) *Term of agreement* [*if not determined under* (vii) *or* (viii)].—None specified.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	24·62	7,12,602	25,440	−5,877	...	20	123·10
1908	24·62	7,13,374	26,365	837	0·2	21	96·82
1909	24·62	7,16,528	25,830	6,961	0·97	20	73·05
1910	24·62	7,28,690	27,134	8,277	1·14	21	69·50
1911	24·62	7,36,061	33,186	10,374	1·41	26	68·74
1912	24·62	7,43,584	39,954	11,788	1·59	31	70·50
1st qr. of 1913	24·62	7,53,792	15,113	8,858	1·18	47	41·39
1913-14	24·62	7,54,914	50,679	18,288	2·42	40	63·91
1914-15	24·62	7,56,324	50,129	17,880	2·36	39	64·33
1915-16	24·62	7,63,417	40,735	852	0·11	32	97·91
1916-17	24·62	7,67,085	48,766	3,653	0·48	38	92·51

1 (*g*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Purulia to Ranchi	15-11-07	72·68	
Ranchi to Lohardaga	6-10-13	42·62	
TOTAL	...	...	115·30

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted with stone and gravel.

Fencing.—Only the important level crossings have posts and chains padlocked.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (k)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*g*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	72·45	34,48,245	54,108	43,404	1·26	114	19·78
1908 . . .	72·68	41,71,748	3,43,434	2,23,979	5·37	91	33·81
1909 . . .	72·68	47,56,235	3,38,520	1,86,930	3·93	90	44·78
1910 . . .	72·68	48,51,707	3,62,940	1,88,155	3·88	96	48·14
1911 . . .	72·68	53,71,766	3,62,864	1,95,681	3·64	96	46·07
1912 . . .	72·68	60,03,137	4,69,592	2,79,732	4·66	124	40·43
1st qr. of 1913 . .	72·68	62,20,959	1,21,837	77,271	1·24	129	36·58
1913-14 . . .	115·29	67,92,815	5,06,262	2,86,043	4·21	84	43·50
1914-15 . . .	115·30	70,97,151	5,73,476	3,21,498	4·53	96	43·94
1915-16 . . .	115·30	72,26,864	5,79,880	3,02,935	4·19	97	47·76
1916-17 . . .	115·30	73,41,974	5,96,222	3,09,805	4·22	99	48·04

1 (*h*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Raipur to Kurud	10-9-00	31·50		
Kurud to Dhamtari	17-12-00	14·04		
Branch—			45·54	
Abhanpur to Rajim	15-10-00	11·40	11·40	
TOTAL .	...	...	...	56·94

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—Moorum or sand and stone in a few cuttings.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 409 feet radius, at Raipur station.

Gradients.—The ruling gradient of the line is 1 in 200.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903 . . .	56·24	13,96,065	75,187	25,288	1·81	26	66·37
1904 . . .	56·24	13,96,065	1,03,537	48,417	3·47	35	53·24
1905 . . .	56·24	13,96,077	1,07,418	46,382	3·32	37	56·82
1906 . . .	56·94	14,19,283	1,16,088	57,608	4·06	39	50·38
1907 . . .	56·94	14,18,139	1,16,696	58,828	4·15	39	49·59
1908 . . .	56·94	14,18,139	1,16,387	45,966	3·24	39	60·51
1909 . . .	56·94	14,20,126	1,16,202	41,337	2·91	39	64·43
1910 . . .	56·94	14,20,126	1,22,475	53,083	3·74	41	56·66
1911 . . .	56·94	14,22,020	1,48,003	65,135	4·58	50	55·99
1912 . . .	56·94	14,79,387	1,75,687	81,031	5·48	59	53·88
1st qr. of 1913 .	56·94	14,84,100	55,565	29,533	1·99	75	46·85
1913-14 . .	56·94	14,83,688	1,96,572	1,11,930	7·54	66	43·06
1914-15 . .	56·94	14,88,663	1,91,811	1,06,506	7·15	65	44·47
1915-16 . .	56·94	14,88,376	1,66,190	64,483	4·33	56	61·20
1916-17 . .	56·94	14,92,739	1,62,427	74,877	5·02	55	53·90

APPENDIX 1 —*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-head (a) to (k)}}$ **BENGAL-NAGPUR RAILWAY SYTEM**—*concld.*

1 (*i*) Tumsar-Tirodi Light railway (2′ 0″ gauge)—

This line was purchased by Government from the Central India Mining Company and made over to the Bengal-Nagpur Railway Company for maintenance and working as a part of their undertaking with effect from the 1st April 1916.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tumsar Road to Tirodi	1-4-16	51·10	51·10

Details of construction—

Permanent-way.—The permanent-way consists of 24 and 18 lb. flat-footed steel rails on sleepers of wood and corrugated iron.

Ballast.—The line is ballasted partly with stone and partly with moorum.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 286·5 feet.

Gradients.—The ruling gradient is 1 in 42.

Contract—

There is no separate contract for this line which is being maintained and worked as an integral part of the Company's undertaking.

Statistics of working—

Included under 1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge).

1 (*j*) Panposh-Raipura railway (5′ 6″ gauge)—

Date of registration of the Company—25th May 1917.

The construction of this line by the Bengal-Nagpur Railway Company, on behalf of the Panposh-Raipura Branch Railway Company, was sanctioned in Railway Board's letter No. 489-P.-16, dated the 10th January 1917.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Panposh to Raipura (sanctioned on 10th January 1917)	...	14·30	14·30

1 (*k*) Mayurbhanj Extension railway (2′ 6″ gauge)—

Date of registration of the Company—1915.

The construction of this line by a branch line company was sanctioned in Railway Board's letter No. $\frac{2}{3}\frac{3}{0}\frac{2}{8}\frac{9}{2}$-C., dated the 11th September 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Baripada to Talband (sanctioned on 11th September 1915)	...	38·71	38·71

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM.

Chairman.—MAJOR A. D. G. SHELLY.
Secretary.—S. G. S. YOUNG, ESQ.
Offices.—Gloucester House, 110, Bishopsgate, London, E.C.
Date of registration of the former company.—1855.

The property vested in the former Bombay, Baroda and Central India Guaranteed Railway Company was purchased by the Secretary of State on the 31st December 1905, from which date all the contracts then subsisting between the Secretary of State and that Company were determined, the Company was re-constituted and the railway was worked temporarily under the terms of the provisional contract, dated the 27th December 1905, pending the execution of the new contract, dated the 8th April 1907, as from the 1st January 1906. The purchase price was fixed at the sum of £11,685,581, and the Secretary of State agreed to create and issue to the Company, on the 31st December 1905, India 3 per cent stock to the amount of £10,089,146 in satisfaction of £9,685,581, part of the purchase price, the Company raising a new stock capital of £2,000,000 being the unpaid balance of the purchase money of £11,685,581.

Lines comprised in the system.—The Bombay, Baroda and Central India railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles	Miles.
(*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)	997·12	...	997·12
(*b*) Nagda-Ujjain railway (5′ 6″ gauge)	32·51	....	32·51
(*c*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)	21·42	...	21·42
(*d*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)	12·36	...	12·36
(*e*) Tapti Valley railway (5′ 6″ gauge)	155·72	...	155·72
(*f*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge)	1,821·61	...	1,821·61
(*g*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)	33·54	...	33·54
(*h*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)	88·70	...	88·70
(*i*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)	162·63	29·66	192·29
(*j*) Jaipur State railway (3′ 3⅜″ gauge)	107·22	70·82	178·04
(*k*) Palanpur-Deesa railway (3′ 3⅜″ gauge)	17·28	...	17·28
(*l*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)	46·11	21·30	67·41
(*m*) Bilimora-Kalamba railway (2′ 6″ gauge)	26·24	26·57	52·81
(*n*) Broach-Jambusar railway (2′ 6″ gauge)	29·69	...	29·69
(*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)	147·06	66·60	213·66
(*p*) Kosamba-Zankhvav railway (2′ 6″ gauge)	26·10	22·57	48·67
(*q*) Petlad-Vaso railway (2′ 6″ gauge)	19·25	...	19·25
(*r*) Rajpipla State railway (2′ 6″ gauge)	37·50	1·74	39·24
(*s*) Bodeli-Chhota Udaipur railway (2′ 6″ gauge)	...	22·65	22·65
(*t*) Navsari Kamrej Light railway (2′ 6″ gauge)	...	20·00	20·00
Total	3,782·06	281·91	4,063·97

Running powers—

Home line over foreign lines :—

Dádár Junction to Cardac bridge, Great Indian Peninsula railway (for goods trains only)	4·30
Mahim to Cowari, Great Indian Peninsula railway (for passenger and goods trains)	1·78
Muttra-Delhi section of the Agra-Delhi Chord railway (for passenger and goods trains)	90·05
Total	96·13

Foreign lines over home line :—

East Indian railway, Jumna bridge to Agra Fort (for passenger trains only)	1·00
Great Indian Peninsula railway at Ujjain (for passenger and goods trains)	0·24
" " " Dádár Junction to Colába (for goods trains only)	7·25
" " " Idgah to Agra Fort (for passenger and goods train)	1 32
Total	9·81

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

(*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Colába to Marine lines	18-1-70	2·00		
Marine lines to Charni Road	19-6-69	0·75		
Charni Road to Grant Road	13-9-68	0·76		
Grant Road to Bulsár	28-11-64	121·00		
Bulsár to Navsári	2-9-61	24·25		
Navsári to Sachin	20-5-61	9·25		
Sachin to Surat	18-3-61	9·00		
Surat to Amroli	19-11-60	2·25		
Amroli to Anklesvar	10-2-60	28·75		
Anklesvar to the Nerbudda	5-12-60	5·57		
Nerbudda to Broach	22-6-60			
Broach to Baroda	9-1-61	43·75		
Baroda to Dholia	22-4-61	11·25		
Dholia to Mehmadabad and Kaira Road	3-9-62	33·25		
Mehmadabad and Kaira Road to Ahmedabad	21-1-63	17·39		
Ahmedabad to Sábarmati	1-1-70	3·75		
Sábarmati to Sánand	24-5-71	13·75		
Sánand to Viramgám	30-11-71	22·98		
			350·20	
Branches and sections—				
Godhra branch—				
Ánand to Dákor	8-4-74	16·75		
Dákor to Rukhyal	6-1-75	1·75		
Rukhyal to Hungari	6-12-76	9·00		
Hungari to Sevalia	29-1-77	4·71		
Sevalia to Godhra	26-2-82	16·76		
			48·97	
Pátri branch—				
Khárághoda to Viramgám	12-5-73	22·12		
			22·12	
Godhra-Baroda chord—				
Baroda to Godhra	23-12-03	42·79		
			42·79	
Godhra-Rutlam-Nagda section—				
Godhra to Limkhera	16-1-93	25·44		
Limkhera to Dohad	7-3-94	19·55		
Dohad to Rutlam	22-10-94	70·46		
Rutlam to Nagda	11-5-96	26·04		
			141·49	
Nagda-Muttra section—				
Nágdá to Morak	15-7-07	101·56		
Morak to Kotah City	26-2-08	35·12		
Kotah City to Kotah Junction	1-5-09	3·48		
Kotah Junction to Siwai Mádhopur	1-5-09	67·38		
Siwai Mádhopur to Gangapur City	1-6-09	39·00		
Gangapur City to Hindaun City	1-10-09	26·84		
Hindaun City to Muttra Junction	15-6-09	66·02		
			339·40	
Agra branch—				
Bayana to Agra	1-12-13	51·04		
			51·04	
Mahim Cord Line in Mahim Yard	11-8-14	0·12	0·12	
Kotah-Baran Line in Kotah Yard	...	0·99	0·99	
TOTAL	...	...	...	997·12
DOUBLE LINE—				
Colába to Marine lines	18-1-70	2·00		
Marine lines to Charni Road	19-6-69	0·75		
Charni Road to Grant Road	13-9-68	0·76		
Grant Road to Máhim	20-7-65	5·44		
Máhim to Bándra	23-2-66	1·07		
Bándra to Santa Cruz	23-5-66	1·83		
Santa Cruz to Andheri	29-8-67	2·71		
Andheri to Bháyndar	27-4-85	13·33		
Bháyndar to Virár	1-10-85	10·34		
Virár to Pálghar	1-12-97	19·28		
Pálghar to Dáhánu Road	17-1-98	20·37		
Dáhánu Road to Gholvad	20-4-00	6·89		
Gholvad to Daman Road	18-10-00	23·19		
Daman Road to Bulsár	29-1-02	16·44		
Bulsár to Sachin	21-4-02	33·50		
Sachin to Kankra Khari	4-7-87	6·30		
Kankra Khari to Surat	5-6-68	2·70		
Surat to Utran	9-10-67	2·15		
Utran to Sáyan	25-5-98	6·40		
Sáyan to Kim	1-10-98	6·30		
Kim to Anklesvar	11-12-99	16·15		
Anklesvar to Nerbudda Bridge	7-2-13	4·17		
Broach to Miyágam	15-10-99	25·25		
Miyágám to Itola	15-9-97	7·75		
Itola to Baroda C cabin	7-6-95	12·07		
Baroda "C" cabin to "D" cabin	10-4-16	1·79		
Párejadi to Ahmedabad	2-6-87	10·14		
Mahim Chord Line	11-8-14	0·12		
TOTAL DOUBLE LINE	...	...	259·19	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The main line is laid with 69-lb. double-headed, 82-lb. bull-headed and 90-lb. flat-footed steel rails on creosoted pine, Australian and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 75-lb. flatfooted steel rails on oval pot and wooden sleepers. The Godhra-Rutlam-Nagda section is laid with 75-lb. flat-footed steel rails on transverse steel, deodar, creosoted pine sleepers and cast iron pots and the Nagda-Muttra section, with 87-lb. and 90-lb. flat-footed steel rails on sâl, deodar, Australian wood sleepers and cast iron pots north of Nagda.

Ballast.—The line is mostly ballasted with broken stone, gravel and shingle.

Fencing.—Excepting the Pátri branch the line is fenced throughout. One hundred and thirty-seven miles of the Godhra-Rutlam-Nagda section and the station yards only on the rest of this section, are fenced. On the Nagda-Muttra section most of the station yards only are fenced.

Curves.—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Pátri branch of 2,865 feet radius, on the Godhra-Baroda chord of 1,910 feet radius, on the Godhra-Rutlam-Nagda section of 1,000 feet radius and on the Nagda-Muttra section of 1,275 feet radius.

Gradients.—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80; on the Pátri branch and the Godhra-Baroda chord it is 1 in 300, except for short lengths of 1 in 200 on the latter. The ruling gradient on the Nagda-Muttra section is 1 in 200, as also on the Godhra-Rutlam-Nagda section with short lengths of 1 in 100 and from 1 in 101 to 1 in 150 between Godhra and Jekot.

Contracts—

Dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 15th October 1908 (called the Debenture contract, supplemental to the contract of 1907), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* as to the issue of debentures or debenture stock of the Company.

Dated the 24th October 1913 (supplemental to the contracts of 1907 and 1908), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* as to the continuance with further modifications, with effect from the 1st January 1912, the principal contract of the 8th April 1907 and the adoption of the Government financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—Was provided by the Government free of cost to the former Company. After the 31st December 1905, the cost of land provided by the Government is debited to the appropriate capital account.

(ii) *Government aid.*—The Government guarantee to pay to the Company interest at the rate of 3 per cent per annum on its stock capital of £ 2,000,000 raised in satisfaction of the unpaid balance of the purchase money of £11,685,581, also on the amount which shall for the time being have been paid to the credit of the Secretary of State in respect of any further ordinary stock which the Company may issue with his sanction.

Capital required for the purposes of the undertaking after 31st December 1911 shall, at the option of the Secretary of State, either be advanced by him (in which case he shall be at liberty to call on the Company subsequently to raise money for its repayment), or be provided by the Company by the issue, as the Secretary of State shall decide, of further ordinary stock, or of debentures or debenture stock.

(iii) *Distribution of profits.*—From the half-yearly gross earnings of the undertaking are deducted the working expenses of the undertaking and all other charges to Revenue account properly attributable to each half-year, the remainder, together with the interest to be credited by the Secretary of State in respect of any balance of unexpended capital in his hands under clause 19 of the contract of the 24th October 1913, being the net receipts.

APPENDIX 1—*contd.*

History of railways constructed and in progress

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India Railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

The net receipts of the undertaking for each half-year, after deducting payments of net earnings to subsidiary lines, allowances for rebate, direction and other deductions are applied in repayment of interest for the half-year on any debentures or debenture stock of the Company and in payment to the Secretary of State and the Company of interest at 4 per cent per annum on the Secretary of State's preferred capital and on the average amount to the credit of the Company's Capital Account. Next in making good any deficiency in the net receipts of the first half-year of any year as compared to the payment chargeable thereon and mentioned above. The surplus of the two half-years of any year is next applied in payment of interest for the year at 4 per cent on the deferred capital of the Secretary of State and the balance if any remaining is divided between the Secretary of State and the Company in proportion to the average amounts standing to the credit of the Secretary of State and the Company respectively in the Government Capital Account and the Company's Capital Account, including in the Secretary of State's Capital both his preferred and deferred capital. The interest payable by the Secretary of State under the guarantee of 3 per cent is to be deducted from the interest at 4 per cent per annum payable to the Company on the average amount to the credit of the Company's capital account.

(iv) *Rates and fares.*—The Government will from time to time authorize maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorized maxima and minima, the Company may vary the said rates. The Railway Board may at any time require the Company to quote such rates over the undertaking for both passengers and goods to and from the western ports between Karachi and Bombay, inclusive, including a rate from stations of origin and delivery where the route is either entirely or only partly over the undertaking, so as to secure equal treatment of such ports.

(v) *Special obligations as to the conveyance of*—

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed on the same general conditions, and at rates to be approved by the Government not being less than those in force on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be approved by the Government.

(vi) *Power of the Government to determine contract.*—Contract may be determined by Government on the 31st December 1941, or on the 31st December of any succeeding fifth year, by giving to the Company in England, 12 calendar months' previous notice.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

INCLUDES THE GODHRA-RUTLAM-NAGDA AND NAGDA-MUTTRA SECTIONS *from* 1912.

Year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. *	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Percentage of Company's share of net earnings (surplus profits *plus* guaranteed interest on share capital) on Company's capital.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
1906	504·35	12,63,16,478	1,99,81,754	1,05,39,688	8·34	72,58,353	3,95,833	...	+28,85,502	809	47·27
1907	504·35	12,96,92,431	2,10,78,442	1,18,80,851	9·16	71,98,558	4,52,599	...	+42,29,694	852	43·48
1908	504·35	13,48,94,409	2,04,49,399	97,63,713	7·24	72,93,726	1,60,000	...	+23,19,987	780	52·25
1909	504·35	14,18,69,493	2,21,36,727	1,17,56,514	8·29	75,19,552	1,52,517	...	+40,84,445	844	46·89
1910	504·35	14,32,24,042	2,40,62,075	1,24,94,573	8·72	77,49,590	4,30,787	...	+43,14,196	917	48·07
1911	504·35	14,92,98,743	2,47,34,178	1,23,48,704	8·27	78,64,428	4,42,388	4·47	+40,41,888	943	50·07
1912	945·85	21,95,74,123	3,27,92,584	1,61,93,680	7·38	99,59,957	6,68,709	5·19	+55,75,014	967	50·62
1st qr. of 1913	945·85	22,35,94,288	82,37,064	40,83,922	2·09	25,74,807	2,22,340	1·47	+18,86,775	719	47·00
1913-14.	996·23	23,56,10,283	3,60,65,069	1,83,83,393	7·80	1,10,96,208	5,41,271	5·19	+67,45,914	721	49·03
1914-15.	996·30	24,41,98,233	3,41,76,399	1,65,02,921	6·76	1,13,83,504	5,36,456	4·57	+45,82,961	660	51·71
1915-16	996·05	24,97,72,110	3,73,18,037	1,98,00,894	7·85	1,15,64,030	9,10,326	5·66	+71,26,538	721	47·43
1916-17	997·12	25,18,41,949	3,96,80,614	2,33,71,683	9·28	†1,14,51,232	†11,05,194	6·26	+1,08,15,257	765	41·10

* Includes State outlay on Patri branch, *viz.*, Rs. 8,08,405.

† This figure relates to the entire system. It is made up of surplus profits for the year amounting to Rs. 7,24,794 and the excess amounting to Rs. 3,80,400 of interest at 4 per cent. per annum on the Company's preferred capital over the guaranteed interest at 3 per cent. paid to the Company by the Secretary of State. The surplus profits for the year were divided between the Government and the Company in the proportion of Rs. 62,35,29,545 to Rs. 3,20,10,000.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*b*) Nagda-Ujjain railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Nágdá to Ujjain	15-7-96	32·51	32·51

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement and contracts—

Agreement, without date, having effect from the 15th July 1896, *between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company,* as to management, maintenance and working.

Contract, dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* as to the revising, and extending up to the 31st December 1905, of the arrangements for working the Rajputana-Malwa railway and other lines.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Main provisions of agreement and contracts—

(i) *Land.*—Provided free of cost by the Gwalior Durbar.

(ii) *Government aid.*—The line is the property of the Gwalior Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii). *Terms of working.*—
(iv) *Distribution of profits.*— } The Nágdá-Ujjain railway is debited with a share of the working expenses of the Company's railway system in proportion to the total earnings of the Nágdá-Ujjain railway in each half-year, and the balance in favour of or against the Gwalior Durbar is paid over to, or by it, as the case may be.

(v) *Rates and fares.*—To conform generally to those in force on the Godhra-Rutlam-Nagda railway, unless otherwise specially agreed between the Durbar and the Company.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways. (The agreement does not contain any provision for the carriage at special rates of troops, high Government officials and Government stores.)

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement may be terminated at any time on one year's notice from either party, expiring on the 30th September or 31st March in any year.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*b*) Nagda-Ujjain railway (5′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	34·32	22,40,441	1,99,985	1,06,620	4·76	112	46·69
1908	34·32	22,40,441	1,95,491	83,228	3·71	109	57·43
1909	34·32	22,40,441	2,50,437	1,21,895	5·44	140	51·33
1910	34·32	22,40,600	2,59,680	1,34,098	5·98	146	48·36
1911	34·32	22,40,600	2,89,814	1,43,929	6·42	162	50·34
1912	34·32	22,40,600	3,21,131	1,64,593	7·35	180	48·75
1st qr. of 1913 . .	34·32	22,40,600	75,347	41,074	1·83	169	45·49
1913-14 . . .	34·32	22,42,194	3,26,870	1,65,627	7·39	183	49·33
1914-15 . . .	34·32	22,50,028	2,58,462	1,22,968	5·47	145	52·42
1915-16 . . .	34·32	22,53,063	3,48,441	1,86,781	8·29	195	46·40
1916-17 . . .	32·51	22,55,464	2,86,516	1,62,977	7·23	169	43·12

2 (*c*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ánand to Petlád	5-5-90	13·17	
Petlád to Tarapur	20-6-01	8·25	
TOTAL . .	...	...	21·42

Details of construction—

Permanent-way.—The permanent-way consists of 66¼-lb. flat-footed steel rails on steel sleepers from Ánand to Petlád and on creosoted pine sleepers from Petlád to Tarapur.

Ballast.—The line is ballasted with gravel.

Fencing.—Thirteen miles, between Ānand and Petlád, are fenced. The rest of the line is unfenced, except in station yards.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreements and contract—

Agreement, without date, having effect from the 5th May 1890, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 8th April 1907 (called the principal contract) *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 3rd March 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying the agreement of 5th May 1890.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying further the agreement of 5th May 1890.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*c*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—*concld.*

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Baroda Durbar.

(ii) *Government aid.*—The line is the property of the Baroda Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Excepting the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Petlad railway is debited for maintenance and working expenses, including the cost of supervision and hire of rolling-stock, with the same percentage of gross earnings as may be incurred in the half-year on the 5′ 6″ and 3′ 3⅜″ gauge lines of the Bombay, Baroda and Central India railway system, and with any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Durbar, but in the absence of any special agreement between them, they are, as far as may be, to conform to those generally in force on the Bombay, Baroda and Central India railway (5′ 6″ gauge).

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores.)
(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } Either party may at any time determine the agreement on giving 12 months' notice to the other.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	21·50	11,30,869	1,66,978	88,288	7·81	149	47·13
1908	21·50	11,31,294	1,86,283	80,125	7·08	167	56·99
1909	21·50	11,31,692	1,88,042	90,705	8·01	168	51·76
1910	21 50	11,33,233	2,19,645	1,13,373	10·00	196	48·38
1911	21·50	11,39,458	2,39,635	1,19,183	10·46	214	50·26
1912	21·50	11,46,073	2,54,943	1,29,527	11·30	228	49·19
1st qr. of 1913	21·50	11,47,125	62,414	33,987	2·96	223	45·55
1913-14	21·50	11,50,073	2,43,277	1,21,880	10·60	218	49·90
1914-15	21·50	12,02,487	2,61,221	1,24,500	10·35	234	52·34
1915-16	21·50	12,62,474	2,78,833	1,45,392	11·52	249	47·89
1916-17	21·42	12,76,018	2,81,393	1,61,221	12·63	253	42·71

2 (*d*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tarapur to Cambay	20-6-01	12·36	12·36

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*d*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 66¼-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with gravel.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 600, with a short length of 1 in 200 between Sayama and Cambay.

Agreements and contract—

Agreement, dated the 17th May 1902, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company,* as to management, maintenance and working.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 17th October 1908, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company,* modifying the agreement of 17th May 1902.

Agreement, dated the 10th May 1910, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company,* modifying further the agreement of 17th May 1902.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Cambay Durbar.

(ii) *Government aid.*—The line is the property of the Cambay Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*—
(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—

} As noted under 2 (*c*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	12·30	8,10,876	42,318	22,355	2·76	66	47·17
1908	12·30	8,10,876	44,098	18,932	2·33	69	57·07
1909	12·30	8,50,220	43,431	20,982	2·47	68	51·69
1910	12·30	8,57,150	51,709	26,668	3·11	81	48·43
1911	12·30	8,65,463	57,830	28,728	3·33	90	50·23
1912	12·30	8,66,068	57,833	29,157	3·37	90	49·58
1st qr. of 1913	12·30	8,66,068	15,617	8,492	0·98	98	45·62
1913-14	12·30	8,66,999	53,711	27,045	3·12	84	49·65
1914-15	12·30	8,67,002	60,852	29,040	3·35	95	52·28
1915-16	12·30	8,74,561	68,054	35,624	4·07	106	47·65
1916-17	12·36	8,75,949	70,620	40,522	4·63	110	42·82

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (f)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*e*) Tapti Valley railway (5′ 6″ gauge)—

Date of registration of the Company.—17th June 1896.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kankra Khari to Vyára	1-12-98	35·59	
Vyára to Chinchpáda	5-6-99	36·55	
Chinchpáda to Nandurbár	20-7-99	25·20	
Nandurbár to Dondaiche	10-11-99	21·48	
Dondaiche to Nardána	25-11-99	19·98	
Nardána to Amalner	15-3-00	16·92	
TOTAL	...	...	155·72

Details of construction—

Permanent-way.—The permanent-way consists of 70-lb. with a small bit of 75 lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—Only station yards and important level crossings are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 28th August 1896 (called the principal contract), *between the Secretary of State and the Tapti Valley Railway Company;*
Dated the 30th October 1896 (set forth in the schedule to the principal contract of 1896), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company;*
} as to the construction, management, maintenance and working of the Tapti Valley railway.

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Dated the 16th January 1902, *between the Secretary of State and the Tapti Valley Railway Company,* modifying the terms on which the Company's line is worked by the Bombay, Baroda and Central India Railway Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 26th August 1907, *between the Secretary of State and the Tapti Valley Railway Company,* for the continuance of the working of the Tapti Valley railway on the terms in force on the 31st December 1905.

Dated the 10th July 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company;*
Dated the 12th November 1908, *between the Secretary of State and the Tapti Valley Railway Company;*
} giving effect, as from the 1st July 1908, to the arrangement agreed upon for the improvement of the rebate from interchanged traffic payable to the Tapti Valley Railway Company by the Bombay, Baroda and Central India Railway Company.

Dated the 30th June 1916, *between the Secretary of State, the Tapti Valley Railway Company and the Bombay, Baroda and Central India Railway Company* (supplemental to the contracts of 28th August and 30th October 1896, 1902, 1907 and 1908) as to the adoption of the Government financial year for the preparation of accounts from the 1st April 1913.

Main provisions of contracts—

(i) *Land.*—In British territory provided by the Government free of cost to the Company. The Secretary of State to use his influence to obtain the free grant of land in Native States.

(ii) *Government aid.—*
(iii) *Terms of working.—*
(iv) *Distribution of profits.—*
} The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the contracts between the Secretary of State and the Bombay, Baroda and Central India Railway Company relating to the working of State branches, the charge to the Tapti Valley Railway Company in each half-year for the provision of rolling-stock and the working and maintenance of the line, is the share of the general working expenses of the whole of the 5′ 6″ and 3′ 3⅜″ gauge systems of railways worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Tapti Valley railway in proportion to its gross earnings, less the rebate of 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways which the Government are entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the termination of the contracts above referred to, the charge is to be a percentage of the gross

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 2 / Sub-heads (*a*) to (*t*). **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*e*) Tapti Valley railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

earnings not exceeding in any half-year that obtaining on the Bombay, Baroda and Central India railway, nor in any year 50 per cent. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Tapti Valley Railway Company.

By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Tapti Valley Railway Company in respect of each year, by way of rebate, a sum not exceeding 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Tapti Valley railway, as will, together with the net earnings of the Tapti Valley Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure. The Government also allow to the Company the sum of Rs. 6,000 per annum towards its office expenses and expenses of management.

(v) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway (5′ 6″ gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (5′ 6″ gauge).

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As in the case of 2 (*a*), Bombay, Baroda and Central India railway (5′ 6″ gauge).

(vii) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway—

(*a*) on the 31st December 1921, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure; or

(*b*) on the 31st December 1950, in which case the Government will pay to the Company in rupees an amount equal to the total capital expenditure.

(viii) *Power of the Company to surrender contract*—Nil.

(ix) *Term of contract* [*if not determined under* (vi) *or* (vii)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1898	35·91	82,70,413	2,836	...	...	...	...	...	18	48·70	The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital, and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901.
1899	138·88	1,21,09,133	2,42,593	...	...	...	...	...	73	47·40	
1900	155·45	1,28,31,291	6,68,475	...	...	...	...	...	85	47·68	
1901	155·48	1,29,18,730	6,00,553	3,42,243	2·65	33,226	3,75,469	2·90	74	43·01	
1902	155·48	1,29,70,581	8,26,485	4,63,242	3·57	45,196	5,08,438	3·92	102	42·95	
1903	155·48	1,30,02,400	8,62,753	4,83,142	3·72	40,258	5,23,400	4·03	107	44·00	
1904	155·48	1,30,77,018	6,58,740	3,68,894	2·82	28,441	3,97,335	3·04	81	44·00	
1905	155·48	1,30,83,629	10,11,222	5,86,921	4·49	2,928	5,89,849	4·51	125	41·96	
1906	155·48	1,30,82,853	11,34,712	6,35,460	4·86	...	6,35,460	4·86	140	44·00	
1907	155·48	1,30,97,237	10,34,612	5,79,383	4·42	...	5,79,383	4·42	128	44·00	
1908	155·48	1,30,90,929	9,98,927	5,59,399	4·27	...	5,59,399	4·27	124	44·00	
1909	155·48	1,31,10,300	11,06,564	6,19,676	4·73	...	6,19,676	4·73	137	44·00	
1910	155·48	1,31,20,549	11,85,910	6,64,110	5·06	...	6,64,110	5·06	147	44·00	
1911	155·48	1,31,37,174	12,91,825	7,23,422	5·51	...	7,23,422	5·51	160	44·00	
1912	155·48	1,31,41,972	14,36,446	8,04,410	6·12	...	8,04,410	6·12	178	44·00	
1st qr. of 1913.	155·48	1,31,43,606	4,01,816	2,25,017	1·71	...	2,25,017	1·71	199	44·00	
1913-14	155·48	1,31,47,512	15,92,836	8,91,988	6·78	...	8,91,988	6·78	197	44 00	
1914 15	155·48	1,31,78,535	13,20,802	7,39,649	5·61	...	7,39,649	5·61	163	44·00	
1915-16	155·48	1,32,03,810	17,22,141	9,64,399	7·30	...	9,64,999	7·30	213	44·00	
1916-17	155·72	1,32,10,781	15,55,554	8,91,238	6·75	...	8,91,238	6·75	192	43·63	

APPENDIX 1—*contd*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*f*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
RAJPUTANA SECTION—					
Main line—					
Delhi to Rewári	14-2-73	51·21			
Rewári to Alwar	15-9-74	46·10			
Alwar to Bandikui	7-12-74	37·51			
Bandikui to Dausa	20-4-74	17·84			
Dausa to Jaipur	12-10-74	38·14			
Jaipur to Phulera	1-3-75	34·20			
Phulera to Ajmer	1-8-75	49·92			
Ajmer to Beáwar	15-5-78	32·41			
Beáwar to Haripúr	12-8-79	20·85			
Haripúr to Sojat Road	20-10-80	20·54			
Sojat Road to Pálanpur	1-1-81	148·44			
Pálanpur to Ahmedabad	15-11-79	82·36			
New zero of Ahmedabad-Dholka railway to facing point on main line of Sabarmati	12-2-08	0·66			
Branches and extensions—			580·18		
Viramgam-Wadhwan section—					
Viramgam to Wadhwan*	14-12-02	39·05	39·05		*This section was opened on the 5′ 6″ gauge from 25th May 1872 and converted to and opened on the 3′ 3⅜″ gauge, from 14th December 1902.
Farukhnagar Salt branch	14-2-73	7·64	7·64		
Agra branch—					
Bandikui to Bharatpur	20-4-74	60·28			
Bharatpur to Agra Fort	11-8-73	33·24			
Agra Fort to Jumna, East Bank (Agra)	1-1-76	1·50	95·02		
Sámbhar Lake Salt branch	1-3-75	4·50			
Japog extension	0-10-76	4·50			
Extension of Sámbhar branch to Jhowra	20-12-79	17·00			
Kankaroola Salt branch	15-2-81	1·25			
Additional salt lines in the Sámbhar lake	1-9-91	6·18	33·43		
MALWA SECTION—					
Main line—					
Khandwa to Sanáwad	1-2-74	34·20			
Sanáwad to Mortakka	1-4-74	3·50			
Mortakka to Choral	20-1-75	20·50			
Choral to Mhow	1-1-78	15·69			
Mhow to Indore	3-8-76	13·60			
Indore to Fatehabad Junction.	3-8-76	25·23			
Fatehabad Junction to Rutlam	11-7-78	48·75			
Rutlam to Jaora	25-2-80	20·50			
Jaora to Mandsaur	8-4-80	31·75			
Mandsaur to Neemuch	2-7-80	30·25			
Neemuch to Nimbahera	10-3-81	16·40			
Nimbahera to Chitorgarh	19-3-81	17·65			
Chitorgarh to Nasirabad	1-12-81	100·65			
Nasirabad to Ajmer	14-2-76	14·15			
Ujjain branch—			392·22		
Fatehabad to Ujjain	3-8-76	12·00			
Ujjain branch extension across the Sipra river to Ujjain city.	1-3-84	†2·88	14·88		†Of this 2·10 miles, from Sipra Junction to Sipra station, opened in 1899, are on the 5′ 6″ gauge and is worked by B.B. and C.I. 5′ 6″ gauge railway.
CAWNPORE-ACHNERA SECTION—					
Main line—					
Cawnpore Mill line	26-4-09	2·34			
Cawnpore to Kanauj	15-12-80	49·20			
Kanauj to Farukhabad	1-2-81	36·71			
Farukhabad to Kásganj	14-4-84	66·78			
Kásganj to Háthras Road	1-7-84	34·04			
Háthras Road to Muttra Cantonment	19-10-75	29·11			
Jumna bridge	1-7-84	1·00			
Muttra Cantonment to old connection Muttra Junction.	11-11-07	2·32			
Old connection to Achnera	7-11-81	20·95	242·45		
Branches—					
Brahmavart branch	10-11-85	4·78			
Brindaban branch	26-8-89	7·25	12·03		
Carried over	...	...	...	1,416·90	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (t)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*f*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward ...	...	...	...	1,416·90	
REWÁRI-BHÁTINDA-FÁZILKA SECTION—					
Main line—					
Rewári to Hissar	20-3-83	88·20			
Hissar to Sirsa	1-1-84	50·75			
Sirsa to Kot Kapúra	1-10-84	73·24			
Kot Kapúra to Fázilka	1-1-85	50·26			
			262·45		
Rewári-Phulera Chord—					
Rewári to Narnaul	11-12-04	32·55			
Narnaul to Phulera	18-5-05	100·53			
			133·08		
BROAD (5′ 6″) GAUGE LINES—					
Agra East Bank to Idgah Agra (worked by East Indian railway).	1-1-76	*3·07			* Of this the length over the Jumna bridge is of mixed (5′ 6″ and 3′ 3⅜″) gauge.
At Idgah Agra (worked by Bombay, Baroda and Central India 5′ 6″ gauge) railway.	...	0·29			
At Delhi (worked by Great Indian Peninsula railway).	12-11-03	0·09			
Nangal-Raya Extension at Delhi (worked by North-Western railway).	22-6-15	†5·73			† Opened for goods and troop traffic only.
			9·18		
				404·71	
TOTAL ...	...	...	...	1,821·61	
DOUBLE LINE, RAJPUTANA SECTION—					
3′ 3⅜″ gauge—					
Agra Fort to Idgah Agra	11-8-73	1·14			
At Delhi	25-12-02	1·78			
			2·92		
5′ 6″ gauge—					
At Delhi	27-2-05	0·09			
			0·09		
TOTAL DOUBLE LINE ...	...	...	...	3·01	

Details of construction—

Permanent-way.—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers, excepting 20·08 miles north of Phulera station which have been relaid with 60-lb. rails on steel trough sleepers. The Malwa section has mixed 40-lb. iron, 41¼-lb. and 50-lb. steel flat-footed rails on deodar sleepers. The Cawnpore-Achnera section has 41¼-lb. and 50-lb. steel rails on deodar sleepers. The Rewári-Fázilka section has 41¼-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

Fencing.—The following lines are fenced: (1) Rajputana section, main line, Delhi to Ahmedabad *viâ* the Rewári-Phulera chord, 521·48 miles; Rewári-Bandikui-Phulera loop, 173·76 miles, and branches, 94·61 miles; (2) Malwa section, main line, Khandwa to Ajmer, 98·30 miles, and branch, 2·17 miles; (3) Cawnpore-Achnera section, main line, 148·23 miles and Brindabanb ranch, 2·69 miles; and (4) Rewári-Fázilka section, 114·62 miles, including stations.

Curves.—The sharpest curve is of 600 feet radius.

Gradients.—On the main line of the Rajputana section, Delhi to Ahmedabad, *viâ* Rewári-Phulera chord; on the Rewári-Bandikui-Phulera loop; and on the Brahmavart branch, the ruling gradient is 1 in 150. On the Agra branch it is 1 in 150, except for 1,058 feet on 1 in 142 and 841 feet on 1 in 145 at mile 1. On the Sambhar branch, it is 1 in 200, except for 3,810 feet on 1 in 150 at the beginning of the line. On the Farukhnagar branch it is 1 in 100. On the Malwa section it is 1 in 150, except between Khandwa and Kalakhund where it is 1 in 100 and between Kalakhund and Patal Pani (Mhow Ghat) where it is 1 in 40. On the Cawnpore-Achnera section, and on the Brindaban branch it is 1 in 200; and on the Rewári-Fázilka section, 1 in 169.

Contracts—
Main provisions of contracts— As noted under 2 (*a*), Bombay, Baroda and Central India railway (5′ 6″ gauge).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (t)}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*f*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

INCLUDES THE GODHRA-RUTLAM-NAGDA SECTION *up to* 1911 AND VIRAMGAM-WADHWAN SECTION *from* 1912.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1906 .	1,915·50	16,65,57,367	2,80,04,905	1,47,43,530	8·35	65,99,940		+ 81,43,590	281	47·35
1907 .	1,919·20	16,85,93,587	2,87,22,171	1,43,93,902	8·54	53,09,963	Included with 2 (*a*), Bombay, Baroda and Central India railway (5′ 6″ gauge).	+ 90,83,939	288	49·89
1908 .	1,918·54	17,64,83,727	2,47,43,850	94,10,603	5·33	60,67,222		+ 33,43,381	249	61·97
1909 .	1,919·72	18,04,84,544	2,51,98,999	1,08,98,636	6·04	61,19,498		+ 47,79,138	252	56·75
1910 .	1,919·64	18,18,63,774	2,85,10,644	1,44,84,804	7·96	61,72,944		+ 83,11,860	286	49·20
1911 .	1,917·73	18,23,81,723	3,08,25,507	1,50,83,603	8·27	63,40,819		+ 87,42,784	309	51·07
1912 .	1,815·64	16,55,41,245	3,15,97,819	1,61,10,247	9·73	59,67,519		+ 1,01,42,728	335	49·01
1st qr. of 1913	1,815·64	16,66,23,366	81,34,086	45,29,216	2·72	14,56,507		+ 30,72,709	345	44·32
1913-14	1,815·64	16,78,56,869	2,98,50,716	1 47,44,027	8,78	53,64,252		+ 93,79,775	316	50·61
1914-15	1,815·64	17,10,31,351	2,86,44,574	1,32,97,462	7·77	57,21,867		+ 75,75,595	303	53·58
1915-16	1,821·61	17,14,42,885	3,19,96,389	1,68,25,911	9·81	57,08,565	...	+ 1,11,17,346	338	47·41
1916-17	1,821·61	17,13,91,668	3,42,52,131	1,90,55,200	11·12	55,44,480		+ 1,35,10,720	362	44·37

2 (*g*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—

Date of registration of the Company.—22nd July 1901.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Sábarmati to Bavla	23-2-03	24·75	
Bavla to Dholka	1-4-03	8·79	
TOTAL ...	...	...	33·54

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on deodar sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 300, except for 400 feet near Sábarmáti, where it is 1 in 200 and for 4,000 feet between miles 1 and 2, where it is 1 in 286.

Contracts—

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa railway and other lines.

Dated the 25th March 1902, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*;
Dated the 18th July 1902, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*; } as to the construction, management, maintenance and working of the Ahmedabad-Dholka railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*g*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 17th September 1902, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*, modifying the contract of 1902, as to the issue and allotment to the Secretary of State of a certain number of fully paid up shares in the capital of the Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 10th July 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*; Dated the 12th November 1908, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*; } giving effect, as from the 1st July 1908, to the arrangement agreed upon for the improvement of the rebate from interchanged traffic payable to the Ahmedabad-Dholka Railway Company by the Bombay, Baroda and Central India Railway Company.

Dated the 30th June 1916, *between the Secretary of State, the Ahmedabad Dholka Railway Company and the Bombay Baroda and Central India Railway Company*, (supplemental to the contracts of the 25th March and 18th July 1902 and 1908), as to the adoption of the Government financial year for the preparation of accounts from the 1st April 1913.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*— (iii) *Terms of working.*— (iv) *Distribution of profits.*— } The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the working agreement with the Bombay, Baroda and Central India Railway Company, the charge to the Ahmedabad-Dholka Railway Company for the provision of rolling-stock and the working and maintenance of the line, is the share of the general working expenses of the whole system of the 5′ 6″ and 3′ 3⅜″ gauge lines worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Ahmedabad-Dholka railway in proportion to its gross earnings, less the amount of rebate of 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways which the Government are entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the working agreement with the Bombay, Baroda and Central India Railway Company terminating before the contract with the Ahmedabad-Dholka Railway Company, the charge for working the latter Company's line is to be such percentage of the gross earnings as may be provided in any other working agreement that may be entered into, or, if the line be worked by State agency, such percentage as the Secretary of State may consider just or reasonable; but it is not in either case to exceed the percentage of working expenses on gross earnings obtaining on the Bombay, Baroda and Central India railway, or 50 per cent in any year. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Ahmedabad-Dholka Railway Company. By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Ahmedabad-Dholka Railway Company in respect of each year, by way of rebate, a sum not exceeding 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Dholka railway, as will, together with the net earnings of the Ahmedabad-Dholka Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure. The Government also allow to the Company the sum of Rs. 5,000 per annum towards its office expenses and expenses of management; but when the Company's net earnings in any year exceed 4 per cent on the capital expenditure, the excess is to be applied towards the reduction of this allowance.

(v) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum for the time being in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As in the case of 2 (*f*), Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway on the 30th June 1922, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (t)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—***contd.*

2 (*g*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vi) *or* (vii)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column(3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903 . .	33·50	10,02,172	64,261	35,986	3·59	...	35,986	3·59	45	44·00
1904 . .	33·50	10,17,308	99,044	55,465	5·45	...	55,465	5·45	57	44·00
1905 . .	33·50	10,44,995	98,214	57,203	5·47	...	57,203	5·47	56	41·76
1906 . .	33·50	10,83,722	1,00,743	56,418	5·21	...	56,418	5·21	58	44·00
1907 . .	33·50	11,11,330	1,15,159	64,489	5·80	...	64,489	5·80	66	44·00
1908 . .	33·50	10,91,212	1,28,206	71,795	6·58	...	71,795	6·58	74	44·00
1909 . .	33·54	11,05,286	1,20,149	67,283	6·09	...	67,283	6·09	69	44·00
1910 . .	33·54	11,10,937	1,29,669	72,615	6·54	...	72,615	6·54	74	44·00
1911 . .	33·54	11,17,717	1,32,107	73,980	6·62	...	73,980	6·62	76	44·00
1912 . .	33·54	11,17,717	1,33,740	74,895	6·70	...	74,895	6·70	77	44·00
1st qr. of 1913	33·54	11,17,717	28,368	15,886	1·42	...	15,886	1·42	65	44·00
1913-14 . .	33·54	11,17,443	1,24,609	69,781	6·24	...	69,781	6·24	71	44·00
1914-15 . .	33·54	11,17,443	1,24,409	69,669	6·23	...	69,669	6·23	71	44·00
1915-16 . .	33·54	11,17,443	1,23,728	69,288	6·20	...	69,288	6·20	71	44·00
1916-17 . .	33·54	11,17,751	1,17,169	67,217	6·01	...	67,217	6·01	67	42·63

2 (*h*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—

Date of registration of the Company.—6th January 1896.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ahmedabad to Talod	1-5-97	32·82	
Talod to Parántij	2-7-97	7·83	
Parántij to Himmatnagar	23-10-97	14·05	
Himmatnagar to Khed Brahma	1-7-11	34·00	
TOTAL . .	...	...	88·70

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted with kunkur, sand and stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 13th March 1896 (called the principal contract), *between the Secretary of State and the Ahmedabad-Parántij Railway Company*, as to the construction of the Ahmedabad-Parántij railway.

Dated the 4th June 1896, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working by the Company of the Ahmedabad-Parántij railway.

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Dated the 29th January 1902, *between the Secretary of State and the Ahmedabad-Parántij Railway Company*, modifying the terms on which the Company's line is worked by the Bombay, Baroda and Central India Railway Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*h*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 17th September 1907, *between the Secretary of State and the Ahmedabad-Parántíj Railway Company*, for the continuance of the working of the Ahmedabad-Parántíj railway on the terms in force on the 31st December 1905.

Dated the 2nd October 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*;

Dated the 24th November 1910, *between the Secretary of State and the Ahmedabad-Parántíj Railway Company*;

} as to the construction, management, maintenance and working of the Brahmakhed extension as part of the Ahmedabad-Parántíj railway, subject to the modifications therein set forth of the terms applicable to the main line.

Dated the 30th June 1916, *between the Secretary of State, the Ahmedabad Parantij Railway Company and the Bombay Baroda and Central India Railway Company* (supplemental to the contracts of 13th March and 4th June 1896, 1902, 1907, 1908 and 1910) as to the adoption of the Government financial year for the preparation of accounts from the 1st April 1913.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company. The Secretary of State to use his influence to obtain the free grant of land in Native States.

(ii) *Government aid.*—
(iii) *Terms of working.*—
(iv) *Distribution of profits.*—

} The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the contracts between the Secretary of State and the Bombay, Baroda and Central India Railway Company relating to the working of State branches, the charge to the Ahmedabad-Parántíj Railway Company in each half-year for the provision of rolling-stock and the working and maintenance of the line is the share of the general working expenses of the whole of the 5′ 6″ and 3′ 3⅜″ gauge systems of railways worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Ahmedabad-Parántíj railway in proportion to its gross earnings, less the rebate of 10 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways which the Government is entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the termination of the contracts above referred to, the charge is to be a percentage of the gross earnings not exceeding in any half-year that obtaining on the Bombay, Baroda and Central India railway, nor in any year 44 per cent. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Ahmedabad-Parántíj Railway Company.

By agreement with the Bombay, Baroda and Central India Railway Company, the Government to the Ahmedabad-Parántíj Railway Company in respect of each year, by way of rebate, a sum not exceeding 10 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Parántíj railway, as will, together with the net earnings of the Ahmedabad-Parántíj Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum until the close of the half-year next after that in which the Brahmakhed extension is opened throughout for public traffic, and thereafter at 5 per cent per annum, on the actual capital expenditure. The Government also allow to the Company the sum of Rs. 5,000 per annum until the close of the half-year next after that in which the Brahmakhed extension is opened throughout for public traffic, and thereafter Rs. 6,000 per annum towards its office expenses and expenses of management.

(v) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} As in the case of 2 (*a*), Bombay, Baroda and Central India railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*h*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(vii) *Power of the Government to determine contract.*—The Government may, by giving 12 months notice, determine the contract and acquire the railway—

(*a*) on the 31st December 1930, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure, or

(*b*) on the 31st December 1946, in which case the Government will pay to the Company in rupees an amount equal to the total capital expenditure.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vi) *or* (vii)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1897 .	54·59	19,42,211	69,069	36,665	1·89	...	36,665	1·89	46	46·92
1898 .	54·59	19,42,971	1,49,790	85,836	4·42	...	85,836	4·42	53	42·70
1899 .	54·70	19,49,616	2,10,634	1,21,687	6·24	...	1,21,687	6·24	74	42·23
1900 .	54·70	19,55,305	2,65,105	1,55,952	7·98	...	1,55,952	7·98	93	41·17
1901 .	54·70	19,49,355	1,77,438	99,365	5·10	...	99,365	5·10	62	44·00
1902 .	54·70	19,70,012	1,79,794	1,00,685	5·11	...	1,00,685	5·11	63	44·00
1903 .	54·70	19,88,869	1,50,112	84,063	4·23	...	84,063	4·23	53	44·00
1904 .	54·70	19,89,045	1,86,227	1,04,287	5·24	...	1,04,287	5·24	65	44·00
1905 .	54·70	19,91,753	1,98,713	1,15,469	5·80	...	1,15,469	5·80	70	41·89
1906 .	54·70	19,98,023	2,20,934	1,23,727	6·19	...	1,23,727	6·19	78	44·00
1907 .	54·70	20,08,966	2,64,637	1,48,197	7·38	...	1,48,197	7·38	93	44·00
1908 .	54·70	20,26,012	2,95,664	1,65,572	8·17	...	1,65,572	8·17	104	44·00
1909 .	54·70	20,32,797	3,04,884	1,70,735	8·40	...	1,70,735	8·40	107	44·00
1910 .	54·70	28,71,739	3,21,710	1,80,158	6·27	...	1,80,158	6·27	113	44·00
1911 .	88·70	36,40,022	3,52,475	1,97,386	5·42	...	1,97,386	5·42	94	44·00
1912 .	88·70	36,64,696	3,47,122	1,94,388	5·30	...	1,94,388	5·30	75	44·00
1st qr. of 1913 .	88·70	36,83,679	1,03,425	57,918	1·57	...	57,918	1·57	90	44·00
1913-14 .	88·70	37,08,874	4,02,382	2,25,334	6·08	...	2,25,334	6·08	87	44·00
1914-15 .	88·70	37,18,368	4,25,995	2,38,557	6·42	...	2,38,557	6·42	92	44·00
1915-16 .	88·70	37,18,830	3,84,630	2,15,393	5·79	...	2,15,393	5·79	83	44·00
1916-17 .	88·70	37,23,823	3,37,371	1,93,542	5·20	...	1,93,542	5·20	73	42·63

2 (*i*) Gaekwar's Mehsana railway (3′ 3½″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Viramgam-Mehsana-Taranga Hill section—				
Viramgam to Mehsana	1-2-91	40·21		
Mehsána to Vadnagar	21-3-87	20·73		
Vadnagar to Kherálu	12-12-88	7·00		
Kherálu to Taranga Hill	20-8-09	7·79		
			75·73	
Kakoshi extension—				
Mehsána to Pátan	20-7-91	24·69		
Pátan to Wagrod	15-1-15	14·72		
Wagrod to Kakosi	28-5-16	9·91		
Harij branch—			49·32	
Manund Road to Harij	23-10-08	20·95		
Bechraji extension—			20·95	
Chanasma to Bechraji	23-10-08	16·63	16·63	
TOTAL OPEN MILEAGE	...	...	...	162·63
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Khalipur to Khakhal (sanctioned on 15th March 1912)	...	17·22		
Wagrod to Khareda (sanctioned on 14th January 1913)	...	12·44	29·66	29·66
GRAND TOTAL	...	...	...	192·29

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*i*) Gaekwar's Mehsana railway (3′ 3⅜″) gauge—*contd.*

Details of construction—

Permanent-way.—Except from mile 10 to mile 24·69 of the Mehsána-Pátan section, which is laid with 40-lb. iron rails on deodar sleepers, the line is laid with 41¼-lb. flat-footed steel rails on steel, deodar, half round jungle teak and Australian hard wood sleepers.

Ballast.—The line between Mehsána and Taranga Hill is ballasted with stone, between Manund Road and Harij and between Chanasma and Bechraji, with lime stone and the rest with kunkur.

Fencing.—Of the Manund Road-Harij and Chanasma-Bechraji sections only the station yards are fenced; and of the other three sections 41¼ miles are fenced by wire, and the rest with cactus, but this latter has in several places been entirely destroyed by floods and locusts and what remains is much broken up. On the Patan-Kakosi section only the station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—On the Mehsána-Kherálu section the ruling gradient is 1 in 150, except for 5,100 feet, between Varetha and Taranga Hill, where it is 1 in 75. On the Mehsána-Viramgam section it is 1 in 400, except for 1,350 feet between miles 5 and 6 where it is 1 in 200 and 900 feet between miles 12 and 13 where it is 1 in 300. On the Mehsána-Pátan section it is 1 in 400, except for 850 feet between miles 6 and 7 where it is 1 in 200. On the Patan-Wagrod section it is 1 in 150, on the Manund Road-Harij section, 1 in 200 and on the Chanasma-Bechraji section, 1 in 366, all in banking section.

Agreements and contract—

Agreement, dated the 17th June 1893 (called "the Mehsána Working Agreement"), *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working by the Company of the Gaekwar's Mehsána railway

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 20th July 1908, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the construction by the Company of the Gaekwar's Kherálu-Dabhora railway.

Agreement, dated the 20th July 1908, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the construction by the Company of the Gaekwar's Manund Road-Harij and Chanasma-Bechraji railways.

Agreement, dated the 16th February 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying, as from the 27th March 1908 to the 26th March 1909, inclusive, the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 15th December 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Manund Road-Harij and Chanasma-Bechraji lines from the date of opening to public traffic up to and including the 22nd October 1910.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, for the continuance of the management, maintenance and working, from the 27th March 1909, of the Mehsána-Kheralu, Mehsána-Viramgam and Mehsána-Pátan railways, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 17th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Kherálu-Varetha (Taranga Hill) extension, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 3rd December 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the maintenance and working of the Manund Road-Harij and Chanasma-Bechraji lines as from the 23rd October 1910, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 30th October 1915, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Patan-Wagrod and Wagrod-Kakosi extensions from the respective dates of their opening for public traffic, subject to further modifications of the "Mehsana Working Agreement" of the 17th June 1893 and the supplemental agreement of 10th May 1910.

Main provisions of agreements and contract—

(i) *Land.*—As under 2(*c*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge.)

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*i*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(ii) *Government aid.*—The lines are the property of the Baroda Durbar (which provides all funds chargeable to the capital account), and are managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*—} Excepting the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, and the charges for repairs or renewals of way, works and stations on the Patan-Wagrod and Wagrod-Kakosi extensions, due to defective design or defective construction of the said extensions or any portion of the same or to defective meterial used in the works constructed, which are to be paid for by the Durbar, the Mehsána railway and the Manund Road-Harij and Chanasma-Bechraji railways and the Patan-Wagrod and Wagrod-Kakosi extensions are debited for maintenance and working expenses, including the cost of supervision and hire of rolling-stock, with the same percentage of gross earnings as may be incurred in the half-year on the 5′ 6″ and 3′ 3⅜″ gauge lines of the Bombay, Baroda and Central India railway system, and also with any single item of capital expenditure on "New minor works" costing Rs. 2,000 or less, subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to, or by it, as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Durbar; but in the absence of any special agreement between them, they are, as far as may be, to conform to those generally in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*—
(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—
} As under 2(*c*), Petlad Cambay railway (Anand-Tarapur section—5′ 6″ gauge).

Statistics of working. (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	92·63	50,55,731	4,34,903	2,30,317	4·56	90	47·04
1908 . . .	130·21	52,16,404	4,55,749	1,93,036	3·70	88	57·64
1909 . . .	138·01	53,43,871	5,57,732	2,56,206	4·79	78	54·06
1910 . . .	138·00	55,89,610	6,30,415	3,13,759	5·61	88	50·25
1911 . . .	138·00	57,02,244	6,46,429	3,20,799	5·63	90	50·37
1912 . . .	138·00	57,16,157	6,61,472	3,36,647	5·89	92	49·11
1st qr. of 1913 .	138·00	57,23,067	1,58,077	86,374	1·51	88	45·36
1913-14 . . .	138·00	57,80,979	6,58,961	3,30,495	5·72	92	49·85
1914-15 . . .	152·72	66,46,657	7,07,195	3,37,010	5·07	96	52·35
1915-16 . . .	152·72	64,67,495	7,14,241	3,72,108	5·75	90	47·90
1916-17 . . .	162·63	68,97,803	7,35,224	4,21,341	6·11	88	42·69

2 (*j*) Jaipur State railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total	Grand total.
1	2	3	4	5
Main line—				
Sánganer to Nawai	10-11-05	32·18		
Nawai to Siwai-Mádhopur	17-10-07	40·66		
Reengus extension—				
Jaipur to Reengus	19-12-16	34·38		
TOTAL OPEN MILEAGE . .	...	...	107·22	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Reengus to Sikar (sanctioned on 5th October 1914) . . .	...	30·97		
Sikar to Jhunjhnu (sanctioned on 15th June 1916) . . .	...	39·85	70·82	
GRAND TOTAL . .	...	...	...	178·04

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*j*) Jaipur State railway (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers on the main line and of 41¼-lb. British section rails on deodar and sal sleepers on the Reengus extension.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced except at stations and at points where the line crosses the main road.

Curves.—The sharpest curve is of 1910 feet radius.

Gradients.—The ruling gradient is 1 in 250, except for 4 miles and 1,080 feet at the beginning of the line and on the Rsengus extension, where it is 1 in 200.

Agreement—

Agreement, dated the 11th September 1906, *between the Jaipur Durbar and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working by the Company of the Jaipur State railway.

Railway Board's letter No. 1310 R.T., dated the 30th October 1907, as to the payment of rebate to the Jaipur Durbar.

Main provisions of agreement—

(i) *Land.*—Provided by the Jaipur Durbar at the cost of capital.

(ii) *Government aid.*—The line is the property of the Jaipur Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Company as part of its railway system. By way of rebate the Government allow out of their share of the net earnings of the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge) (outside the contract between the Secretary of State and the Bombay, Baroda and Central India Railway Company), a sum up to 10 per cent of the net earnings of the main line from traffic interchanged with the Jaipur State railway to such extent as is necessary to make up, together with the net earnings of the Jaipur railway, an amount sufficient to give a return of 3½ per cent per annum on the capital expenditure incurred.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Excluding the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Jaipur State railway is debited for maintenance and working expenses, including the cost of supervision and use of rolling-stock, with the same percentage of the gross earnings of the Jaipur State railway as the total expenditure incurred on the entire Bombay, Baroda and Central India railway system bears to the earnings of that system, and also with any single item of capital expenditure not exceeding Rs. 2,000, subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on that system. The balance in favour of or against the Jaipur Durbar is paid over to, or by, it as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Jaipur Durbar and, in the absence of any special agreement between them, to conform, as far as may be, to those generally in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores.)

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } After 2 years from the date of opening (*viz.*, the 17th October 1907) of the Jaipur State railway the agreement may be determined by either party giving to the other 12 calendar months' notice expiring on the 30th September or 31st March of any year.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—None specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*j*) Jaipur State railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	72·84	23,42,013	97,734	49,708	2·12	46	49·14
1908	72·84	24,01,041	1,16,415	49,648	2·07	31	57·35
1909	72·84	24,02,410	1,44,902	68,820	2·86	38	52·51
1910	72·84	24,03,971	2,14,761	1,10,290	4·59	57	48·65
1911	72·84	24,09,763	2,70,084	1,33,743	5·55	71	50·48
1912	72·84	24,09,763	3,13,550	1,58,641	6·58	83	49·40
1st qr. of 1913	72·84	24,12,332	96,233	52,137	2·16	102	45·82
1913-14	72·84	24,74,723	3,12,429	1,57,262	6·35	82	49·66
1914-15	72·84	36,40,371	2,94,080	1,40,235	3·85	78	52·31
1915-16	72·84	45,76,524	3,94,842	2,09,788	4·58	104	46·87
1916-17	107·22	51,70,743	4,46,928	2,54,947	4·93	104	42·96

2 (*k*) Pálanpur-Deesa railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Pálanpur to Deesa	8-11-93	17·28	17·28

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails, 2·75 miles of which are laid on cast iron plate sleepers and the rest on wooden sleepers of various kinds.

Ballast.—The line is ballasted with stone and sand.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contracts—

Letter from the Government of India, Public Works Department, No. 352 R.C., dated the 25th March 1892, to the Government of Bombay;
Letter from the Under Secretary of State for India, No. 682, dated the 18th May 1892, to the Board of Directors, Bombay, Baroda and Central India Railway Company;
Letter from the Board of Directors, Bombay, Baroda and Central India Railway Company, No. 611, dated the 20th May 1892, to the Under Secretary of State for India;
Letter from the Under Secretary of State for India, No. 920, dated the 22nd June 1892, to the Board of Directors, Bombay, Baroda and Central India Railway Company;
Letter from the Government of Bombay, No. 1643, dated the 19th August 1892, to the Government of India, Public Works Department;

} as to the construction, management, maintenance and working, by the Bombay, Baroda and Central India Railway Company, of the Pálanpur-Deesa railway as a part of the Rajputana-Malwa railway.

Contract, dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Main provisions of contracts—

(i) *Land.*—Provided free of cost by the Pálanpur Durbar.

(ii) *Government aid.*—The railway is owned jointly by the Government and the Pálanpur Durbar, and the former provide any further open line capital funds. It was constructed and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(iii) *Terms of working.*—The railway is debited with a share of the general working expenses of the Bombay, Baroda and Central India Railway Company's system in proportion to the gross earnings of the Pálanpur-Deesa railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*k*) Pálanpur-Deesa railway (3′ 3⅜″ gauge)—*concld.*

(iv) *Distribution of profits.*—The net earnings, after deducting the working expenses as in (iii) above, in any half-year, are to be divided between the Government and the Pálanpur Durbar in proportion to the capital provided by each, after excluding (so long as the line remains a 3′ 3⅜″ gauge one) from the Government capital the sum of Rs. 25,117 the extra expenditure incurred in providing a 5′ 6″ gauge sub-structure.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As under 2 (*f*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*—
(ix) *Term of contract.*—
} The agreement is co-terminous with the Company's contract with the Secretary of State for working the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge), unless it be decided to extend the railway in which case it will be open to the Government to terminate the working arrangement on giving the Company 6 months' notice.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.		Gross earnings.	Net earnings.		Percentage of net earnings on total capital outlay given in columns (3) and (4).		Interest on Government capital.	Gain or loss to Government *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
		Contributed by the Pálanpur Durbar.	Contributed by Government.		Attributable to the Durbar.	Attributable to Government.	On capital contributed by the Durbar.	On capital contributed by Government.				
1	2	3	4	5	6	7	8	9	10	11	12	13
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1893	17·28	1,85,000	1,78,953	4,436	1,335	1,110	0·72	0·62	5,371	—4,261	33	44·88
1894	17·28	1,85,000	2,14,601	37,544	11,365	11,781	6·14	5·49	8,783	+2,998	42	38·85
1895	17·28	1,85,000	2,15,374	38,182	11,333	11,512	6·13	5·35	8,378	+3,134	42	40·17
1896	17·28	1,85,000	2,32,746	51,629	14,101	15,072	7·62	6·48	9,149	+5,923	57	43·49
1897	17·28	1,85,000	2,33,264	43,264	10,883	12,243	5·88	5·25	9,305	+2,938	48	46·55
1898	17·28	1,85,000	2,33,264	38,199	10,334	11,628	5·59	4·99	9,331	+2,297	43	42·51
1899	17·28	1,85,000	2,33,264	44,628	12,102	13,618	6·54	5·84	9,330	+4,288	50	42·37
1900	17·28	1,85,000	2,33,264	47,669	12,636	14,218	6·83	6·10	9,330	+4,888	53	43·67
1901	17·28	1,85,000	2,33,264	36,805	9,375	10,548	5·07	4·52	9,330	+1,218	41	45·87
1902	17·28	1,85,000	2,36,786	33,690	8,329	9,521	4·50	4·02	9,408	+113	37	47·01
1903	17·28	1,85,000	2,37,069	29,734	7,141	8,181	3·86	3·45	9,432	—1,251	33	48·47
1904	17·28	1,85,000	2,37,069	29,185	7,280	8,340	3·94	3·52	9,474	—1,134	32	46·48
1905	17·28	1,85,000	2,37,069	35,178	9,469	10,848	5·12	4·58	9,472	+1,376	39	42·25
1906	17·28	1,85,000	2,39,155	40,154	9,862	11,376	5·33	4·76	9,531	+1,845	45	47·11
1907	17·28	1,85,000	2,39,155	42,061	10,266	11,878	5·55	4·97	7,223	+4,655	47	47·35
1908	17·28	1,85,000	2,47,156	45,680	9,097	10,728	4·92	4·34	8,213	+2,515	51	56·60
1909	17·28	1,85,000	2,45,700	53,323	11,757	14,034	6·36	5·71	8,259	+5,775	59	51·63
1910	17·28	1,85,000	2,45,700	58,152	13,663	6,291	7·39	6·63	8,216	+8,075	65	48·49
1911	17·28	1,85,000	2,45,700	52,775	11,949	14,248	6·46	5·80	8,332	+5,916	59	5 0·36
1912	17·28	1,85,000	2,45,700	51,837	11,891	14,177	6·43	5·77	8,400	+5,777	58	49·71
1st qr. of 1913	17·28	1,85,000	2,45,700	14,813	3,677	4,384	1·99	1·78	2,089	+2,295	66	45·58
1913-14	17·28	1,85,000	2,45,700	57,919	13,258	15,808	7·17	6·43	8,324	+7,484	64	49·84
1914-15	17·28	1,85,000	2,45,700	61,408	13,328	15,892	7·20	6·47	8,598	+7,294	68	52·42
1915-16	17·28	1,85,000	2,45,700	66,539	15,897	18,955	8·59	7·71	8,532	+10,423	74	47·62
1916-17	17·28	1,85,000	2,45,700	56,069	14,632	17,445	7·91	7·10	8,099	+9,346	62	42·79

(*l*) Vijapur-Kálol-Kadi railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand Total.
1	2	3	4	5
Vijapur to Kálol	10-6-02	29·44		
Kálol to Kadi	13-7-03	11·93		
Kadi to Bhoyani Road	1-4-12.	4·74		
TOTAL OPEN MILEAGE	...	...	46·11	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Bhoyani Road to Bechraji (sanctioned on 5th August 1916)	...	21·30		
			21·30	
				67·41

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*l*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—21 miles are laid with 41¼-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.

Ballast.—The line is ballasted with stone and kunker.

Fencing.—Only station yards and 11·07 miles of the Vijapur-Kálol section are fenced.

Curves.—The radius of the sharpest curve is 3,820 feet on the Vijapur-Kadi section and 1,910 feet on the Kadi-Bhoyani Road section.

Gradients.—The ruling gradient is 1 in 150 between Vijapur and Kadi and 1 in 200 between Kadi and Bhoyani Road.

Agreements and contract—

Agreement, dated the 23rd November 1903, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, by the Bombay, Baroda and Central India Railway Company, of the Vijapur-Kálol-Kadi railway.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 3rd March 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying as from the 1st July 1908 to the 30th June 1909, inclusive, the agreement of the 23rd November 1903.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, for the continuance of the management, maintenance and working, from the 1st July 1909, of the Vijapur-Kálol-Kadi railway, subject to further modifications of the agreement of the 23rd November 1903.

Agreement, dated the 17th June 1913, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Kadi-Bhoyani extension, subject to further modifications of the agreement of the 23rd November 1903.

Main provisions of agreements and contract—

As noted under 2 (*i*), Gaekwar's Mehsana railway (3′ 3⅜″ gauge), with the exception that charges for repairs or renewals of way, works and stations on the Kadi-Bhoyani extension, due to defective design or construction of the extension or to defective materials used in the works constructed, are to be paid for by the Durbar.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	41·37	13,05,631	1,14,340	60,246	4·61	53	47·31
1908	41·37	13,12,860	1,20,643	51,999	3·96	56	56·90
1909	41·37	13,08,398	1,17,211	56,498	4·32	54	51·80
1910	41·37	13,29,176	1,32,202	68,019	5·12	61	48·55
1911	41·37	15,14,964	1,35,891	67,582	4·46	63	50·27
1912	46·11	15,63,509	1,34,917	68,346	4·37	58	49·35
1st qr. of 1913	46·11	15,61,365	34,840	18,981	1·22	58	45·52
1913-14	46·11	15,71,787	1,45,014	72,768	4·63	60	49·82
1914-15	46·11	16,02,858	1,63,126	77,712	4·85	68	52·36
1915-16	46·11	16,31,527	1,63,238	85,045	5·21	68	47·90
1916-17	46·11	18,92,634	1,56,316	89,339	4·72	65	42·85

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 2 / Sub-heads (*a*) to (*t*). **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*m*) Bilimora-Kalamba railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Bilimora to Rankuwa	23-7-14	13·42		
Rankuwa to Unai	22-1-15	12·82		
TOTAL OPEN MILEAGE ...	...	...	26·24	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Unai to Kalamba (sanctioned on 5th July 1911)	...	8·66		
Mahuva to Anaval (sanctioned on 11th May 1914)	...	17·91		
			26·57	
GRAND TOTAL ...	...	...	...	52·81

Details of construction—

Permanent-way.—The permanent way consists of 30-lb. flat-footed steel rails on sâl sleepers.
Ballast.—The line is ballasted with sand and moorum.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 1,432 feet radius.
Gradients.—The ruling gradient is 1 in 150.

Agreement—

Dated the 23rd October 1914, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company,* as to the management, maintenance and working of the Bilimora-Kalamba railway.

Main provisions of agreement—

(i) *Land.*—
(ii) *Government aid.*— } As noted under 2 (*c*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Company works the Bilimora-Kalamba railway at actual cost, *plus* a sum equal to 10 per cent of the total working expenses, but not less than Rs. 300 per mensem in the half-year for superintendence. The railway is also debited with a contribution from its net earnings to the Company's Provident Fund calculated on the same basis as obtains on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin and the persons in charge thereof.— } As noted under 2 (*c*), Petlad Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement may be terminated at any time on one year's notice from either side, to expire on the 30th September or 31st March in any year.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.* outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1914-15	26·32	13,43,373	19,648	5,974	0·44	32	69·59
1915-16	26·32	14,15,786	45,840	3,164	0·22	33	93·10
1916-17	26·24	14,96,964	57,805	15,913	1·06	42	72·47

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 2 / Sub-heads (*a*) to (*t*). **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*n*) Broach-Jambusar railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Broach to Jambusar	23-11-14	29·69	29·69

Details of construction—

Permanent way—The line is laid with second-hand 41½-lbs. flat-footed steel rails, partly on sâl and partly on half-round jungle wood sleepers.

Ballast.—The line is being ballasted with sand.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 603·8 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—
Main provisions of contracts— This line is a branch of the Bombay, Baroda and Central India railway and is worked under the contracts noted under 2 (*i*) Bombay, Baroda and Central India railway (5′ 6″ gauge).

Statistics of working.—

Year.	Mileage open at end of each year.	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.				Rs.	
1914-15	29·78	13,28,661	21,756	11,069	0·83	41,525	—30,456	40	49·12
1915-16	29·78	13,95,233	83,433	43,282	3·10	47,294	—4,012	54	48·12
1916-17	29·69	14,10,287	89,083	41,632	2·95	46,241	—4,609	58	53·27

2 (*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Chandod-Dabhoi-Masor Road section—				
Chandod to Dabhoi	15-4-79	10·62		
Dabhoi to Goya Gate	1-7-80	17·00		
Goya Gate to Vishvamitri	24-1-81	1·63		
Vishvamitri to Padra	1-7-97	7·14		
Padra to Mobha	10-7-03	9·20		
Mobha to Masor Road	1-11-04	6·48		
			52·07	
Jarod-Samlaya extension—				
Dabhoi to Jarod	15-11-13	23·83		
Jarod to Samlaya	13-12-15	5·41		
			29·24	
Bodeli Extension—				
Dabhoi to Sankheda Bahadarpur	17-9-79	9·64		
Sankheda Bahadarpur to Bodeli	16-6-90	12·44		
			22·08	
Miyagam branch—				
Dabhoi to Miyàgàm	8-4-73	20 00		
			20·00	
Masor extension—				
Miyàgàm to Malsar	15-1-12	23·67		
			23·67	
TOTAL OPEN MILEAGE	...	...	...	147·06
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Motipura to Tankhala (sanctioned on 25th February 1914)	...	26·29		
Masor Road to Jambusar (sanctioned on 26th March 1914)	...	6·97		
Samlaya *via* Savli to Timba (sanctioned on 24th April 1914)	...	33·34		
			66·60	
				66·60
GRAND TOTAL	...	...	...	213·66

APPENDIX 1—*contd*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (l)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but about 5 miles are laid with 41¼ lb. rails about one mile of 28-lb. iron rails in the road. Miyagam-Malsar and Jarod-Samlaya sections are laid with 30-lb. steel rails on wooden sleepers.

Ballast.—The line is ballasted chiefly with sand.

Fencing.—The line is practically unfenced except in station yards.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300. On the Jarod-Samlaya section, it is 1 in 193.

Agreement and contract—

Agreement, without date, having effect from the 1st January 1897, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, by the Company, of the Dabhoi railway

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January, 1906, of the Bombay, Baroda and Central India, the Rajputana-Malwa and other subsidiary lines.

Agreement, dated the 9th May 1916, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, by the Company, of the Miyagam-Malsar, Dabhoi-Jarod, Jarod-Samlaya, Samlaya-Timba, Masor Road-Jambusar and the Motipura-Taukhala extensions from the dates they are or shall have been opened for public traffic, subject to modifications of the working agreement of the Dabhoi railway.

Main provisions of agreement and contract—

(i) *Land.*—
(ii) *Government aid.*— } As noted under 2 (*c*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Company works the Dabhoi railway at actual cost, *plus* a sum equal to 10 per cent of total working expenses, but not less than Rs. 500 per mensem, in the half-year for superintendence; the railway is also debited with a contribution from its net earnings to the Company's Provident Fund calculated on the same basis as obtains on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As noted under 2 (*c*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement may be terminated at any time on one year's notice from either side to expire on the 30th September or 31st March in any year.

(ix) *Term of contract* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	94·48	25,62,795	4,69,515	2,62,120	10·23	95	44·17
1908	94·48	25,94,874	4,66,069	2,44,526	9·42	95	47·53
1909	94·48	25,99,530	4,98,182	2,81,813	10·84	101	43·43
1910	94·48	31,41,668	5,95,304	3,46,177	11·01	121	41·85
1911	94·48	37,35,219	6,22,730	3,59,443	9·62	127	42·28
1912	118·15	42,85,146	6,07,931	3,31,317	7·73	100	45·50
1st qr. of 1913	118·15	34,52,598	1,57,000	71,910	2·08	102	54·20
1913-14	141·98	43,78,401	6,67,371	3,37,708	7·71	101	49·40
1914-15	141·98	47,94,372	6,91,539	3,27,126	6·82	94	52·70
1915-16	147·39	62,33,661	6,94,142	3,22,851	5·17	93	53·49
1916-17	147·06	77,72,164	7,40,713	3,72,716	4·80	97	49·68

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (}a\text{) to (}t\text{)}}$, **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*p*) Kosamba-Zankhvav railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Kósambá to Zankhvav	1-5-12	26·10	26·10	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Zankhvav to Bardipada (sanctioned on 23rd March 1914) . .	...	22·57	22·57	
GRAND TOTAL .	...	...	...	48·67

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. steel rails laid on jarrah and half-round jungle teak sleepers.
Ballast.—Metal ballast has been provided between stations and sand ballast in station yards.
Fencing.—No fencing has been provided.
Curves.—The sharpest curve is of 600 feet radius.
Gradients.—The ruling gradient is 1 in 200 with short lengths of 1 in 150, 1 in 135 and 1 in 100.

Agreement—

Dated the 6th December 1915, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Kosamba-Zankhvav railway.

Main provisions of agreement—

As noted under 2 (*m*), Bilimora-Kalamba railway (2′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912 . .	26·12	12,27,218	12,999	—11,207	...	14	186·21
1st qr. of 1913 .	26·12	12,69,586	6,152	— 4,272	...	18	169·42
1913-14 . .	26·12	12,79,032	25,382	—12,545	...	19	149·42
1914-15 . .	26·12	13,07,064	25,234	—14,379	...	19	156·98
1915-16 . .	26·12	13,24,967	31,640	—12,987	...	23	141·05
1916-17 . .	26·10	13,28,746	32,584	—31,743	...	24	206·62

2 (*q*) Petlad-Vaso railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Petlad to Vaso	10-12-14	15·75	
Vaso to Pihij	17-4-15	3·50	
TOTAL	...	...	19·25

Details of construction—

Permanent-way.—The line is laid with 30-lb. flat-footed steel rails on wooden sleepers.
Ballast.—For the present the line is packed with moorum ballast. The Vaso-Pihij section is ballasted with gravel.
Fencing.—The line is unfenced, except in station yards.
Curves.—The sharpest curve is of 361 feet radius.
Gradients.—The ruling gradient is 1 in 500.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (d) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*q*) Petlad-Vaso railway (2′ 6″ gauge)—*concld.*

Agreements—

Dated the 17th November 1914, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Petlad-Vaso railway.

Dated the 17th June 1915 (supplemental to the agreement of 1914) *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Vaso-Pihij extension, with effect from the 17th April 1915, as an integral part of the Petlad-Vaso railway.

Main provisions of agreement—

As noted under 2 (*m*) Bilimora-Kalamba railway (2′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1914-15 ...	15·50	6,71,440	9,293	2,116	0·32	38	77·23
1915-16 ...	19·03	7,69,122	54,066	12,862	1·67	55	76·21
1916-17 ...	19·25	8,79,735	60,805	20,007	2·27	61	67·10

2 (*r*) Rajpipla State railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Anklesvar to Raj-Pardi	1-7-97	19·13		
Raj-Pardi to Umalla	19-1-99	4·95		
Umalla to Amletha	1-6-99	7·85		
Amletha to Nándod	20-7-99	5·57		
TOTAL OPEN MILEAGE	...	...	37·50	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Nandod Station to Nandod Town (sanctioned on 13th October 1915.)	...	1·74	1·74	
GRAND TOTAL	...	...	...	39·24

Details of construction—

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel and iron rails on half-round jungle teak sleepers.

Ballast.—The line is ballasted chiefly with coarse river sand.

Fencing.—Only the station yards and small lengths at miles 4 and 9 are fenced.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Agreement and contract—

Agreement, dated the 19th March 1900, *between the Rajpipla State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance and working of the Rajpipla State railway.

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India, the Rajputana-Malwa and other subsidiary lines.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*concld.*

2 (*r*) Rajpipla State railway (2′ 6″ gauge)—*concld.*

Main provisions of agreement and contract—

(i) *Land.*—Provided free of cost by the Rajpipla State.

(ii) *Government aid.*—The line is the property of the Rajpipla State (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India railway as part of the Company's system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Rajpipla State railway is debited with the actual cost of working *plus* a sum equal to 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem nor more than an average of Rs. 800 per mensem) in the half-year for supervision; and in addition thereto a contribution from its net earnings to the Company's Provident Fund calculated on the basis of the Bombay, Baroda and Central India railway Provident Fund rules 6, 7 and 8. The balance in favour of, or against, the Rajpipla State is paid over to, or by it, as the case may be.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin and the persons in charge thereof.— } As under 2 (*o*), Gaekwar's Dabhoi railway (2′ 6″ gauge).

(vii) *Power of the Rajpipla State to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement may be determined by either party, at the end of any financial half-year on one year's notice from either side.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	37·37	13,51,850	80,183	42,829	3·17	41	46·59
1908 . . .	37·37	13,53,352	81,269	27,482	2·03	42	66·18
1909 . . .	37 37	13,61,118	83,439	28,888	2·12	43	65·38
1910 . . .	37·37	13,64,149	1,02,324	41,189	3·02	53	59·75
1911 . . .	37·37	13,90,221	1,23,490	54,836	3·94	64	55·59
1912 . . .	37·37	13,90,293	1,19,151	44,460	3·20	61	62·69
1st qr. of 1913 .	37·37	14,13,423	43,567	24,677	1·75	90	43·36
1913-14 . .	37·37	14,18,501	1,29,663	45,365	3·20	67	65·01
1914-15 . .	37·37	14,29,469	1,28,585	49,678	3·48	66	61·37
1915-16 . .	37·37	14,72,251	1,28,696	58,794	3·99	66	54·32
1916-17 . .	37·50	16,26,463	1,18,809	50,529	3·11	61	57·47

2 (*s*) Bodeli-Chhota Udaipur railway (2′ 6″ gauge)—

Sanction to the construction of this line by the agency of the Bombay, Baroda and Central India Railway Company, on behalf of the Baroda and Chhota Udaipur Durbars, was conveyed in Railway Department (Railway Board) Notification No. 25, dated the 2nd February 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bodeli to Chhota Udaipur (sanctioned on 2nd February 1915)	...	22·65	22·65

2 (*t*) Navsari-Kamrej Light railway (2′ 6″ gauge)—

Sanction to the construction of this steam tramway by the Baroda Durbar was conveyed in the Foreign and Political Department letter No. 185-1-B., dated the 4th February 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Navsari *viâ* Palsana to Kamrej (sanctioned on 4th February 1914)	...	20·00	20·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

BOMBAY PORT TRUST RAILWAY (5′ 6″ gauge)—

The railway serves all the Docks of the Port of Bombay and also the Bunders on the east of the Island north of the Ballard Pier, as well as various depôts allotted to certain trades, and is used for goods and troop traffic only.

It consists of a double line track for its whole length, as well as of reception and sorting yards, depôts stations, and numerous sidings in the docks.

Sanction to the construction of this line by the Bombay Port Trust was conveyed in Railway Board's Notification No. 152, dated the 28th May 1913, and at the end of March 1915, 50 miles of track were laid and connected up.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Wadala Junction to Victoria Overbridge	1-1-15	3·70	
Victoria Overbridge to Docks	1-2 15	2·30	
TOTAL ...	...	...	6·00

Details of construction—

Permanent-way.—The tracks are laid throughout with 75-lb. flat-footed steel rails on wooden sleepers principally jarrah, teak and sâl with spike fastenings.

Ballast.—As the greater part of the railway is laid on newly reclaimed ground, moorum ballastis used extensively for packing and boxing, and will be used until such time as it is considered that a firm formation has been obtained. On old ground blue stone trap ballast is provided. Over several parts of the Sewri-Mazagon reclamation it was found necessary to carry the rails on wooden mattresses owing to severe settlement. The largest mattress is 900 feet long.

Fencing.—The line is being fenced where necessary.

Curves.—The radius of the sharpest curve is 800 feet outside the dock area and 500 feet within the docks.

Gradients.—The steepest grade on the line is 1 in 150, near the Nawab Tank bridge.

Contract—
Main provisions of contract— } Nil. The line is owned and worked by the Bombay Port Trust.

Statistics of working—Not available.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

CALCUTTA PORT COMMISSIONERS' RAILWAY (5' 6" gauge)—

The railway serves the godowns, warehouses, jetties, workshops, jute, sugar, tea, rice and grain depôts, timber yards, mills and coal depôts on both the Calcutta and Howrah Foreshores, and is used for only goods traffic. The railway consists of a single track, but there are a large number of sidings for crossing trains and loading goods.

The first section, from Chandpal Ghât to Kidderpore Docks, was laid in 1886, being included in the general sanction for the Docks, and was used solely for the carriage of material for the construction of the Docks. It was opened to general goods traffic in 1891.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Lines on the Calcutta Foreshore—				
Main line—				
Cossipore (Gun Foundry Road) to Bagh Bazar	1-6-78	1·14		
Bagh Bazar to Meerbohur Ghât	11-1-75	1·76		
Meerbohur Ghât to Jetties	1-6-78	0·84		
Jetties to Chandpal Ghât	1-12-80	0·32		
Chandpal Ghât to Kidderpore Docks (Graving Dock)	1-1-87	2·16		
Graving Dock to Chetla	0-0-93	3·20		
			9·42	
Branches—				
Graving Dock to Majherat	0-0-93	2·34		
Dock Junction to Bengal-Nagpur railway junction	0-0-01	1·35		
			3·69	
Line on the Howrah Foreshore—				
Telkul Ghât *vid* Bhurpara Khal to Shalimar	31-12-01	...	2·23	
TOTAL OPEN MILEAGE	...	...	...	15·34
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Shapore to Garden Reach Jetties	...	1·75	1·75	1·75
GRAND TOTAL	...	...	...	17·09

Details of construction—

Permanent-way.—The Cossipore-Chandpal Ghât section is laid with steel rails weighing 75 lbs. to the yard on wooden sleepers. The Chandpal Ghât-Kidderpore Dock section is laid partly with new rails on wooden sleepers and partly with East Indian railway second-hand material on wooden sleepers. The Shalimar branch is laid with 75-lb. double-headed steel rails on cast iron chairs and flanged rails spiked on sâl sleepers. The Dock section is laid with 60-lb and 75-lb. flanged and double-headed rails laid on wooden sleepers.

Ballast.—On the Cossipore-Chandpal Ghât section, packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The Chandpal Ghât-Kidderpore Dock section is packed with brick ballast. On the Shalimar branch, packing is done with 1st class *jhama* ballast.

Fencing.—The line is fenced throughout. The Chandpal Ghât-Kidderpore Dock section is fenced on both sides.

Curves.—The radius of the sharpest curve is 250 feet.

Gradients.—The ruling gradient on the greater part of the railway is 1 in 300, except where the line passes under the Howrah bridge approach, where the gradient is 1 in 80 and between Hastings bridge and Watgunge where the gradient is 1 in 190.

Contract—

Nil. The line was constructed by the Port Commissioners out of Port Trust Funds and is maintained and worked by them. The land from Chandpal Ghât to Ahiritollah Ghât was originally transferred to the Commissioners by Government for which the former pay a quit rent of Rs. 37,292 per annum. The land north of Ahiritollah Ghât was acquired by the Commissioners under the Land Acquisition Act and that south of Chandpal Ghât was transferred by Government to the Commissioners.

Statistics of working—Not available.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (f)}$. **EASTERN BENGAL RAILWAY SYSTEM—**

The lines owned by the late Eastern Bengal Guaranteed Railway Company were acquired by the State on the 1st July 1884, with which the Northern Bengal State and the Calcutta and South Eastern railways were amalgamated for working by the State as one undertaking under the name of the Eastern Bengal railway.

Date of registration of the late guaranteed company.—1857.

Lines comprised in the system.—The Eastern Bengal railway system is made up of—

	Open line. Miles.	Under construction or sanctioned for construction. Miles.	Total. Miles.
(*a*) Eastern Bengal railway (5′ 6″ gauge)	563·08	...	563·08
(*b*) Sara-Sirajganj railway ((5′ 6″ gauge)	52·93	...	52·93
(*c*) Eastern Bengal railway (3′ 3½″ gauge)	1,029·70	...	1,029·70
(*c*) Eastern Bengal railway (2′ 6″ gauge)	35·10	...	35·10
(*d*) Cooch Behar State railway (3′ 3½″ gauge)	33·09	...	33·09
(*e*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3½″ gauge)	56·23	...	56·23
(*f*) Khulna-Bagirhaut railway (2′ 6″ gauge)	...	20·53	20·53
Total	1,770·13	20·53	1,790·66

Running powers—

Foreign line over home line :—

East Indian railway, Naihati, *via* Kakurgachi Chord, to Majherat, for goods trains only . . . . . 36·88

3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—

Progress in opening —

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
EASTERN SECTION—					
Main line—					
Calcutta to Ranaghat	29-9-62	45·74			
Ranaghat to Poradaha Junction	15-11-62	57·12			
Poradaha Junction to Bhairamara	19-1-78	11·73			
Bhairamara to Shakhole (3 miles south of Gopalpur)	1-1-15	14·41			
Shakhole (3 miles south of Gopalpur) to Santahar	1-11-14	44·63			
			173·63		
Branches—					
Kakurgachi chord—					
Kakurgachi Road to Gobra	1-2-07	2·26			
			2·26		
Chitpore Terminus extension—					
Belgachhi bridge to Cossipore	1-3-03	*0·68			
	1-9-03	*0·98			
			1·66		
Dum Dum-Chitpore low level connection—	10-12-13	*1·18			
	20-10-14	*1·66			* For goods traffic only.
			2·84		
Pattipooker-Chitpore connection	4-12-10	*1·17			
			1·17		
Murshidabad branch—					
Ranaghat to Bhagwangola	1-9-05	88·85			
Bhagwangola to Krishnapur	10-11-05	5·90			
Krishnapur to Lalgola Ghat	15-7-07	0·22			
			94·97		
Goalundo extension—					
Poradaha Junction to Jagati Junction	15-11-62	4·28			
Jagati Junction to mile 145·74	1-1-71	37·87			
	20-6-11	0·73			
Mile 145·74 to Pachooria Junction	1-4-90	3·16			
Pachooria Junction to Goalundo	22-10-98	5·00			
			51·04		
Kushtia loop—					
Jagati Junction to Kushtia	16-2-64	3·77			
Kushtia to Kaligunga Junction	1-8-81	1·33			
			5·10		
Faridpur branch—					
Pachooria Junction to Shivarampore	20-10-98	8·77			
Shivarampore to Faridpur	9-4-99	5·14			
			13·91		
Durjapur Ghat line—	1-7-07	* 4·51			
			4·51		
Fakirabad Ghat line	5-7-12	3·45			
			3·45		
Raita Branch -					
Bhairamara to Raita	1-12-16	8 88			
			8·88		
Churni extension—	1-1-02	1·50			
			1·50		
TOTAL, EASTERN SECTION, CARRIED OVER	...	...	...	364·92	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (f)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward, Eastern section .	...	...	...	364·92	
SOUTHERN SECTION—					
Main line—					
Calcutta (Beliaghata) to Sonarpur . .	2-1-62	10·00			
Sonarpur to Baruipur . . .	10-6-82	5·30			
Baruipur to Magra Hat . . .	18-12-82	9·55			
Magra Hat to Diamond Harbour . .	25-4-83	12·69			
Diamond Harbour towards Hara Fort .	25-4-83	*0·42			
			37·96		*For goods traffic principally, occasionally used for troops special.
Branches—					
Canning branch—					
Sonarpur to Champahati	2-1-62	5·00			
Champahati to Port Canning	15-5-63	12·79			
Bansra diversion extension	5-3-00	0·25			
	17-11-02	0·81			
Budge-Budge branch—			18·85		
Ballygunge to Budge-Budge	1-5-90	13·66			
			13·66		
TOTAL, SOUTHERN SECTION . .	...	...	...	70·47	
CENTRAL SECTION—					
Main line—					
Dum Dum Junction to Dattapukur . .	2-4-83	14·25			
Dattapukur to Gobardanga	7-12-83	17·00			
Gobardanga to Bongong	22-4-84	12·00			
Bongong to Khoolna	16-2-84	61·26			
			104·51		
Branches—					
Ranaghat to Bongong	16-10-82	20·50			
Dum Dum Cantonment to Pattipooker . .	1-8-(4	2·68			
			23·18		
TOTAL, CENTRAL SECTION . .	...	...	...	127·69	
TOTAL OPEN MILEAGE . .	...	...	...	563·08	
QUADRUPLE LINE—					
On the main line of Eastern section—					
Sealdah to Kakurgachi	18-2-16	0·79			
Kakurgachi to Dum Dum	1-2-07	3·13			
Dum Dum to Barrackpore	12-12-12	10·30			
Barrackpore to Kankinara	21-11-12	7·25			
			21·47		
				21·47	
TRIPLE LINE—					
On the main line of Eastern section—					
Naihati to Halishahar	11-11-14	1·69	1·69		
				1·69	
DOUBLE LINE—					
On the main line of Eastern section—					
Kankinara to Naihati	1-8-86	1·76			
	21-3-87	0·26			
Naihati to Kanchrapara	20-4-92	†3·00			†Excluding the triple length.
Kanchrapara to Ranaghat	12-11-92	17·56			
Ranaghat to Aranghata	7-8-97	5·50			
Aranghata to Bogoola	17-9-97	6·75			
Bogoola to Shibnibash	3-11-97	6·65			
	17-11-98	0·75			
	29-11-09	0·15			
Shibnibash to Dursuna	17-9-97	9·50			
Dursuna to Poradaha	7-8-97	27·58			
	27-11-09	0·24			
Poradaha to Bhairamara	17-10-13	6·73			
	25-1-15	5·00			
Bhairamara to Ishurdi Junction . . .	25-2-15	10·52			
Total carried over .	...	...	101·95		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (f)}}$ **· EASTERN BENGAL RAILWAY SYSTEM—*contd.***

3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
DOUBLE LINE—*concld.*					
Brought forward .	...	...	101·95		
On the branches of Eastern section—					
Kakurgachi Chord—					
Kakurgachi to Gobra	1-2-07	2·26	2·26		
Chitpore branch, a portion	13-4-88	0·82	0·82		
Dum Dum-Chitpore low level connection . .	10-12-13	1·18			
	20-10-14	1·66	2·84		
Pattipooker-Chitpore connection	20-10-14	1·17	1·17		
Goalundo extension—					
Poradaha Junction to Jagati Junction . .	2-3-15	4·28	4·28		
On the main line of Southern section—					
Sealdah to Ballygunge	20-10-88	3·50			
	19-9-90	0·36			
Ballygunge to Jadabpur	10-10-13	1·35			
Jadabpur to Baruipur	23-11-15	10·39			
On the branches of Southern section—			15·60		
Budge-Budge branch—					
Ballygunge to Majherat.	20-11-93	4·00	4·00		
TOTAL DOUBLE LINE .	...	..	...	132·92	

Details of construction—

Permanent-way.—The permanent-way consists mostly of steel rails and sleepers of wood and iron. The steel rails are of various types: (*i*) 90-lb. flat-footed laid on (*a*) the newly opened double track between Dum Dum Junction and Kankinara, and between Sealdah and Kakurgachi (*b*) the up and down tracks between Kankinara and Ishurdi and Poradaha and Jagati, (*c*) the 5′ 6″ gauge track between Ishurdi and Santahar, (*d*) the line from Jagati Junction *via* Kushtia Chord, to Faridpur and the Kushtia loop line, (*e*) the Murshidabad branch between Ranaghat and Krishnagar city, (*f*) the up and down tracks on the Pattipooker-Chitpore connection, from Pattipooker to sub-way at Canal Junction Cabin, (*g*) the up and down tracks on the low level line between Dum Dum and Canal Junction (*h*) the whole of the Central section; and (*i*) the up and down tracks between Beliaghata and Tiljala and between Ballyganj and Baruipur and the single line between Baruipur and Deula; (*ii*) 85-lb. bull-headed laid on (*a*) the original double line between Calcutta and Kankinara, (*b*) the newly opened double tracks between Dum Dum and Kakurgachi and (*c*) the up and down tracks between Kakurgachi and Majherat *viâ* Tiljala; (*iii*) 75-lb. double-headed laid on the third track between Naihati and Halishahar; (*iv*) 75-lb. new pattern flat-footed laid on the Murshidabad branch between Krishnagar city and Lalgolaghat; (*v*) 73-lb. double headed laid on the Southern section between Deula and Diamond Harbour, Sonarpur and Canning and Majherat and Budge Budge, and on the original single line between Sonarpur and Baruipur; and (*vi*) second-hand 62-lb. flat-footed laid on the Churni Extension.

The line from sub-way at Canal Junction Cabin to Chitpore, partly with 75-lb. double-headed and partly with 75-lb. flat-footed rails. A few short lengths near ghat stations at Goalundo are still laid with old iron permanent-way.

All flat-footed rails, as a rule, are laid on wooden sleepers, excepting for a few short lengths between Naihati and Poradaha where cast iron sleepers have been used under 90-lb. rails. The 85-lb. bull-headed rails are laid on the Denham and Olphert's ordinary sleepers, with wooden sleepers at joints and continuous joint pattern combined chair-fish plates, and Denham and Olphert's cast iron sleepers, with wooden sleepers and cast iron chairs with wooden keys at joints, the 75-lb. double-headed, on the ordinary cast iron and Denham and Olphert's ordinary cast iron sleepers, and the 73-lb. double headed, on both Denham and Olphert's cast iron and wooden sleepers with cast iron chairs and wooden keys

Ballast.—On the main line of the Eastern section, from Bhairamara to Shakhole, the line is ballasted with broken trap and onward to Santahar with shingle. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone. The ballast on the lengths relaid with 90-lb. rails is also being gradually replaced with stone. The bottom ballast on the Murshidabad branch is brick and the ballasting is being completed with stone. The new single tracks between Poradaha and Bhairamara and Poradaha and Jagati are ballasted with broken trap and shingle, respectively. The newly opened double track between Kankinara and Dum Dum is fully ballasted with shingle. The newly opened single track between Ballyganj and Baruipur on the Southern section is mainly

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (f)}}$. **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

ballasted with brick. The Canning branch is practically unballasted and the Faridpur branch only at the bridges.

Fencing.—The whole of the Eastern section is fenced, except between Pachooria Junction and Goalundo and the Faridpur branch. The Southern section is fenced except the Canning branch. The Central section is fenced throughout.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 300; except between miles 160 and 162 on the Faridpur branch, where it is 1 in 100. There is also a short length of 1 in 200 grade on the low level approaches to Chitpur from Dum Dum junction.

Contracts.—

Nil.—The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1888, will be found in Appendix 38 to the Report for 1907).—

INCLUDES THE EASTERN BENGAL RAILWAY 3′ 3¾″ AND 2′ 6″ GAUGE SECTIONS, 3 (*c*).

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888 .	673·21	9,36,48,486	1,05,19,210	55,25,424	5·90	28,83,744	20,11,011	+6,30,669	283	47·47
1889 .	746·40	9,73,16,143	1,11,76,674	61,91,625	6·36	30,18,703	20,43,953	+11,28,969	282	44·60
1890 .	763·90	10,04,93,109	1,14,78,382	60,70,323	6·04	30,96,150	18,14,110	+11,60,063	271	47·12
1891 .	776·57	10,19,64,737	1,26,75,440	65,32,100	6·40	32,01,166	19,48,198	+13,82,736	294	48·47
1892 .	812·35	10,48,66,143	1,15,56,446	62,33,727	5·94	33,53,707	21,86,396	+ 6,93,624	270	46·06
1893 .	812·71	10,56,47,715	1,20,51,147	66,35,138	6·28	33,88,241	22,14,254	+10,32,643	283	44·94
1894 .	812·96	10,61,71,400	1,40,15,726	83,53,559	7·87	34,72,411	25,21,063	+23,60,085	314	40·40
1895 .	813·65	10,76,16,616	1,45,09,739	89,74,474	8·34	35,12,105	25,10,875	+29,51,494	328	38·15
1896 .	814·39	11,02,05,096	1,50,81,670	90,02,286	8·17	35,15,387	23,46,898	+31,40,001	344	40·31
1897 .	817·88	11,51,93,689	1,47,62,233	80,66,993	7·00	37,20,343	22,13,438	+21,33,212	336	45·35
1898 .	827·37	11,82,79,103	1,47,17,879	83,35,064	7·05	38,62,725	21,01,651	+23,70,688	334	43·37
1899 .	832·18	12,20,74,261	1,56,12,436	83,01,083	6·80	39,79,133	20,83,534	+22,38,416	348	46·83
1900 .	843·04	12,62,77,100	1,71,00,460	92,16,124	7·32	41,82,033	20,87,252	+29,77,139	376	45·93
1901 .	854·39	13,24,19,708	1,65,99,440	83,08,281	6·27	43,55,321	20,93,467	+18,59,493	360	49·95
1902 .	898·18	14,04,06,863	1,78,93,098	91,48,340	6·52	46,69,423	20,88,413	+23,90,504	381	48·87
1903 .	897·87	15,21,86,102	1,81,52,429	88,57,094	5·82	50,13,335	20,87,434	+17,56,325	375	51·20
1904 .	971·31	16,55,23,769	1,94,63,098	88,23,372	5·33	54,62,375	20,87,434	+12,39,966*	374	54·67
1905 .	1,234·98	19,08,88,052	2,03,73,194	96,19,904	5·04	59,23,924	20,87,434	+16,08,546	348	52·78
1906 .	1,271·29	20,23,66,593	2,46,31,081	1,06,08,661	5·24	68,54,092	20,87,434	+16,67,135	360	56·93
1907 .	1,373·61	21,54,21,452	2,65,68,569	1,03,15,781	4·79	63.94,610	20,87,434	+18,33.737	389	61·17
1908 .	1,274·47	22,87,26,095	2,73,15,420	81,99,105	3·58	70,30,092	20,87,434	—9,18,421	412	69·98
1909 .	1,503·09	24,27,44,601	2,77,24,064	97,10,666	4·00	73,15,941	20,87,434	+3,07,291	355	64·97
1910 .	1,507·73	25,55,91,026	2,83,74,562	1,16,98,257	4·58	75,34,551	20,87,434	+20,76,272	366	58·77
1911 .	1,509·62	27,11,51,904	3,15,19,633	1,17,55,233	4·33	79.48,531	20,87,434	+17,19,268	402	62·79
1912 .	1,569·83	29,00,69,252	3,43,33,589	1,39,40,687	4·81	84,00,069	20,87,434	+34,53,184	429	59·40
1st qr. of 1913.	1,571·68	27,63,63,503	89,52,207	34,79,977	1·26	21,70.558	5,21,859	+7,87,560	438	61·13
1913-14 .	1,581·43	32,69,88,602	3,75,42,065	1,66,52,046	5·09	1,04,87,669	20,87,434	+40,76.943	460	55·64
1914-15 .	1,639·05	35,01,65,002	3,32.49,234	1,14,57,734	3·28	1,12.22,488	20,87,434	—18,12,188	401	65·42
1915-16 .	1,638·91	35,98,80,436	3,48,23,835	1,37 75,460	3·83	1,17,12,779	20,87.434	—24,753	409	60·44
1916-17 .	1,627·88	36,29,18,133	3,69,89,330	16,8,75,235	4·68	1,15.44,512	19,68,750	+33,61,973	437	54·38

*Excluding Rs. 33,597, representing payment made to the Brahmaputra Sultanpur Branch Railway Company up to 1st April 1904, on account of surplus profits and other adjustments.

2 (*b*) Sara-Sirajganj railway (5′ 6″ gauge)—

Date of registration of the Company—1913.

The construction of this line by the Eastern Bengal railway on behalf of the Sara-Sirajganj Railway Company was sanctioned in Railway Board's Notification No. 277, dated the 10th October 1913. The line takes off at Ishurdi in an easterly direction and terminates at Sirajganj on the banks of the Jamuna, which is the local name for the Brahmaputra river.

APPENDIX 1—*contd*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub heads (a) to (f)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*b*) Sara-Sirajganj railway (5′ 6″ gauge)—*concld.*

Progress in opening—

Sections of railway.	Date of opening	Miles.	Total.
1	2	3	4
Iahurdi to Bhangoora	1-7-15	21·25	
Bhangoora to Sirjganj Bazar.	25-7-16	28·70	
Sirajganj to Sirajganj Ghat	17-12-16	2·98	
TOTAL ..	...	...	52·93

Details of construction—

Permanent-way.—The permanent-way consists of 90 lb. flat-footed steel rails laid on sâl and jarrah sleepers on the main line and passenger sidings and on old steel trough sleepers on the goods sidings. The permanent way on the Sirajganj Ghat line consists of 90-lb. flat-footed rails laid mostly on red wood sleepers.

Ballast.—The ballast consists of sandy earth just sufficient to pack the line for running.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 5,730 feet radius.
Gradients.—The ruling gradient is 1 in 300.

Contract—

Dated the 14th April 1916, *between the Secretary of State for India and the Sara-Sirajganj Railway Company* as to the construction, maintenance and working of the Sara-Slrajganj railway, by the agency of the Eastern Bengal railway.

Main provisions of contract—

(i) *Land.*—Land in British territory provided by Government free of cost.

(ii) *Government-aid.*—For the more convenient and economical construction of the railway, its execution was undertaken by the Government, who also stock, manage, maintain and work it through the agency of the Eastern Bengal railway. The Government agree to allow to the Company, in respect of each year, by way of rebate, such a sum, not exceeding in any year the net earnings from traffic interchanged between the Eastern Bengal railway and the Company's railway, as shall, together with the net earnings of the Company for the said year, make up an amount equal to interest for such year at a rate of 5 per cent. per annum on the share capital of the Company for the time being paid up and shall also allow Rs. 15,000 per annum and such other actual expenses as may be incurred by the Company for or towards office expenses and expenses of management and direction of the Company and also such legal expenses as shall have been approved by the Secretary of State.

(iii) *Terms of working.*—For management, maintenance, working and the use of rolling-stock, the Eastern Bengal railway shall retain, every half-year, a percentage of the gross earnings of the Sara-Sirajganj railway, which shall bear the same proportion to the gross earnings of the said railway, as the working expenses of the Eastern Bengal railway, including the said railway bear to the gross earnings of the Eastern Bengal railway, including the said railway, up to a maximum of 50 per cent.

(iv) *Distribution of profits.*—If the net earnings exceed 5 per cent. on the paid up share capital of the Company, the office expenses and expenses of management of the Company, as at (ii) above, shall be a first charge on the surplus profits and the balance of the profits shall be divided equally between the Secretary of State and the Company; provided that if the surplus profits are insufficient to meet the administration charges the balance will be paid to the Company by the working agency out of the stipulated percentage of the earnings retained by the working agency as working expenses.

(v) *Rates and fares.*—Same as on the Eastern Bengal railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores—
(*b*) Government bullion and coin and the persons in charge thereof— } None specified.

(vii) *Power of the Government to determine contract.*—The Government may determine the contract, by giving 12 months' "notice of purchase", either on the 30th September 19 , or on the 31st day of March in the last year of any subsequent period of ten years, in which case the Government undertake to pay to the Company, within 4 months from the date of the determination of the contract, a sum equal to 25 times the amount of the average yearly net earnings of the Company's line (excluding payments on account of rebate) derived during the three years preceding

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (f)}}$ EASTERN BENGAL RAILWAY SYSTEM—*contd.*

3 (*b*) Sara-Sirajganj railway (5′ 6″ gauge)—*concld.*

Main provisions of contract—*concld.*

the time at which the contract is determined, provided that the total amount so payable to the Company does not exceed 20 per cent the total capital expenditure of the Company or is less than such capital expenditure.

The contract may also be determined by giving to the Company 12 months' "notice of special purchase" in the following cases:—

(*a*) When the Secretary of State considers it desirable that the gauge of the said railway should be altered.

(*b*) When it is desired to convert the said railway into a line of through communication.

(*c*) When the Secretary of State desires to extend the said railway and the Company does not, within six months from date of formal requisition from the Secretary of State, raise such additional capital as is necessary for this purpose.

If the contract be determined by "notice of special purchase", the Government undertakes to pay to the Company 25 times the average net earnings of the Company's line (excluding payments on account of rebate) derived by the Company during the three years preceding the time at which the contract is determined or 115 per cent of the total capital expenditure of the Company whichever may be the greater.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract if not determined under* (*vii*).—None specified.

Statistics of working—

Year.	Mileage open at the end of each year.	Total capital outlay, including suspense, to the end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Eastern Bengal railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1915-16 . .	22·37	76,48,161	...	*	...	...	...	...	...	...
1916-17 . .	52 93	86,79,657	1,31,780	65,890	0·76	100401	1,66,291	1·92	96	50·00

* Credited to capital.

3 (*c*) Eastern Bengal railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Manihari Ghat to Katihar	1-4-87	13·04			* The line between Teesta Junction and Mogalhat was originally opened on the 2′ 6″ gauge as a part of the Kaunia-Dharlla (2′ 6″ gauge) branch on 6th February 1882.
Junction with the Bengal and North-Western railway at Katihar.	8-3-01	0·69			
Katihar to Rayganj	1-7-89	37·49			
Rayganj to Dinagepore	15-2-88	32·68			
Dinagepore to Chirir Bandar	16-5-84	8·75			
Chirir Bandar to Parbatipur Junction . . .	1-7-83	10·01			
Parbatipur Junction to Shampur	19-5-78	15·74			
Shampur to Rungpore	2-7-78	7·50			
Rungpore to Kaunia	1-6-79	11·25			
Kaunia to Mogalhat (including Teesta Bridge)* .	1-4-01	17·19			
Mogalhat to Gitaldaha Junction	2-1-02	1·86			
Gitaldaha to Golakganj	23-9-02	24·33			
Golakganj to Kokrajhar	1-2-06	35·75			
Kokrajhar to Sorbhog	1-3-09	39·73			
Sorbhog to Amingaon (on the right bank of the Brahmaputra).	1-4-09	67·27			†Out of which 52·18 miles between Sara and Santahar is used for goods traffic only from 9th March 1915.
Pandu (on the left bank of the Brahmaputra) to Gauhati.	1-1-10	5·00			
			328·28		
Sara-Siliguri section—					
Sara to Atrai	19-1-78	38·75			
Atrai to Jalpaiguri	28-8-77	134·25			
Jalpaiguri to Siliguri	10-6-78	24·16			
			†197·16		
Total carried over . .	...	...	...	525·44	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (f)}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*c*) Eastern Bengal railway (3′ 3¾″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	525·44	
Santahar-Kaunia loop—					
Santahar to Bogra	1-4-99	24·50			
Bogra to Mohimaganj	5-4-00	22·02			
Mohimaganj to Bonarpara	1-8-00	4·60			
Bonarpara to Kaunia	1-7-05	44·47			
			95·59		
Dacca section—					
Narayanganj to Dacca	4-1-85	10·25			
Dacca to Jaydebpur	1-8-85	20·10			
Jaydebpur to Gafargaon	1-8-85	32·50			
Gafargaon to Mymensingh	1-8-85	23·52			
			86·37		
*Jainti Branch, British Section**—					
South bank of Kaljani river to Alipur Duar	18-1-00	0·64			* This line was originally on the 2′ 6″ gauge, but was converted to, and opened on, the 3′ 3¾″ gauge up to Raja Bhat Khawa from 13th April 1910 and up to Jainti from 1st May 1910.
Alipur Duar to Raja Bhat Khawa	5-4-00	9·97			
Raja Bhat Khawa to Jainti	1-2-01	9·18			
			19·79		
Branches and extensions on the Main line—					
Kosi branch—					
Katihar to Kasba	1-4-87	22·10			
Kasba to Forbesganj	1-7-89	37·97			
Forbesganj to Jogbani	15-2-09	7·40			
			67·47		
Godagari extension—					
Katihar to Godagari	1-1-09	105·32			
			105·32		
Kissenqunge branch—					
Barsoi to Kissengunge	15-12-92	35·11			
			35·11		
Dhubri branch—					
Golakganj to Dhubri	23-9-02	13·73			
			13·73		
Tangla extension—					
Rangiya to Tangla	1-3-12	24·32			
			24·32		
Branch on the Santahar-Kaunia loop—					
Singhjani branch—					
Bonarpara to Fulchhari (on the right bank of the Brahmaputra).	1-9-00 18-8-12	8·25 1·00			
Bahadurabad (on the left bank of the Brahmaputra) to Singhjani.	18-8-12	24·25			
Kandirpara Ghat line	6-11-14	5·54			
			39·04		
Branch on the Jainti Branch—					
Dalsingpara branch—					
Raja Bhat Khawa to Kalchini	1-4-12	7·34			
Kalchini to Hasmara	1-4-13	6·66			
Hasmara to Dalsingpara	15-1-14	3·52			
			17·52	504·26	
GRAND TOTAL OPEN MILEAGE	...	...	...	1,029·70	
DOUBLE LINE—					
Teesta Junction to Lalmonirhat	1-9-14	7·29			
			7·29		

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails, O.S., N.S. and B.S., and wooden sleepers, with the following exceptions:—

Twenty-two and a half miles of the Santahar-Kaunia loop, from Santahar to Tabora, and the length between Bogra and Mohimaganj and the new down line between Teesta and Lalmonirhat are laid with 60-lb. flat-footed steel rails. B.S. The lines from Manihari Ghat to Katihar, Simraha to Jogbani, and Golakganj to Dhubri, the Jainti Branch, British section and the Kandirpara Ghat line, are laid with 41¼-lb. flat-footed steel rails. Nine miles of Dacca section are laid with 64-lb. double-headed and the remainder, with 62-lb. flat-footed second-hand steel rails. On the Tangla extension, the Dalsingpara branch and in certain station yards of the Dacca section the rails are second-hand 41¼-lb. flat-footed.

Ballast.—The whole of the line, except the portions from Golakganj Junction to Dhubri, Forbesganj to Jogbani, Rangiya to Tangla, Raja Bhat Khawa to Dalsingpara and Singhjani to Bahadurabad and Kandirpara Ghat line, is ballasted or shortly to be ballasted. The ballast is brick, stone or shingle.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (f)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*c*) Eastern Bengal railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Fencing.—The whole of the 3′ 3⅜″ gauge lines are fenced, except the sections Santahar to Kaunia, Bonarpara to Fulchhari, Barsoi to Kissengunge, Forbesganj to Jogbani, Golakganj to Dhubri, the Santrabari extension, Rangiya to Tangla, Raja Bhat Khawa to Dalsingpara and Dacca to Mymensingh, the Gauhati extension and the Singhjani-Fulchhari extension. On the unfenced sections the station yards are usually fenced.

Curves.—The sharpest curve is of 575 feet radius.

Gradients.—The ruling gradient on the 3′ 3⅜″ gauge section is 1 in 200 which occurs at the approaches of large bridges and fairly frequently and for long lengths on the Gauhati extension where there are also short lengths of 1 in 100 and 1 in 128 between Pandu station and Gauhati. On the Santrabari extension and on the section from Raja Bhat Khawa to Kalchini the ruling gradients on the last few miles near the hills are 1 in 100, and 1 in 150, respectively, but there is a small length of 1 in 50 between Buxa Road and Jainti.

Contracts—

Nil.—The line is owned and worked by the State.

Statistics of working.—

Included with the 5′ 6″ gauge section, 3 (*a*).

3 (*c*) Eastern Bengal railway (2′ 6″ gauge)—

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2′ 6″ gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dharlla branch. The line from Teesta Junction to Mogalhat has been converted to the 3′ 3⅜″ gauge and now forms part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ranaghat-Krishnagar branch—			
Aistala Ghat (right bank of the Churni river) near Ranaghat to Krishnagar .	5-4-99	20·25	
Teesta-Kurigram branch—			
Teesta Junction to Kurigram	18-7-81	14·85	
TOTAL . .	...	...	35·10

Details of construction—

Permanent-way.—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25 lbs. per yard; the sleepers are pynkado and sâl.

Ballast.—The Ranaghat-Krishnagar branch is brick ballasted and the Teesta-Kurigram branch is not ballasted.

Fencing.—No lines on the 2′ 6″ gauge are fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient on the Teesta-Kurigram and Ranaghat-Krishnagar branches is 1 in 200, except on a short length on the Teesta-Kurigram line where it is 1 in 100.

Contracts—

Nil.—The line is owned and worked by the State.

Statistics of working.—

Included with the 5′ 6″ gauge section, 3 (*a*).

3 (*d*) Cooch Behar State railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Gitaldaha to Manshahi River	15-9-93	18·31		This line was originally on the 2′ 6′ gauge, but was converted to, and opened on, the 3′ 3⅜″ gauge up to Cooch Behar from 14th February 1910 and up to the end of the Cooch Behar State section from 13th April 1910.
Manshahi River to the town of Cooch Behar . .	15-12-98	3·22		
Torsa Bridge	16-5-00	0·11		
Cooch Behar to temporary Alipur Duar (Kholta)	15-4-99	10·96		
Temporary Alipur Duar (Kholta) to the South Bank of the Kaljani river.	18-1-00	0·49		
TOTAL . .	...	...	33·09	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (f)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*d*) Cooch Behar State railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 41¼ lbs. per yard, laid on sál sleepers.

Ballast.—The line is ballasted with shingle.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 25th February 1907, having effect from the 1st January 1907, *between the Secretary of State and His Highness the Maharaja of Cooch Behar,* as to the management, maintenance and working of the Cooch Behar State railway by the Eastern Bengal railway.

Main provisions of agreement—

(i) *Land.*—
(ii) *Government aid.*— } The railway is the property of the Cooch Behar Durbar, which provides all funds not contemplated in clause 2 of the agreement required for the completion and equipment of the line from time to time, and is managed, maintained and worked by the agency of the Eastern Bengal railway.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance and working, the Eastern Bengal railway retains 40 per cent of the gross earnings: provided that when the stock of the Eastern Bengal railway is used for the conveyance of any traffic on the Cooch Behar State railway, the Eastern Bengal railway retains up to, but not exceeding, 45 per cent of the gross earnings obtained from the use of such stock. The remainder, being the net earnings of the Branch, is paid over to the Durbar.

(v) *Rates and fares.*—The Administration of the Eastern Bengal railway has full control over the rates and fares on the Cooch Behar State railway, subject to the maxima and minima prescribed by the Government of India in schedule A appended to the agreement (certain station to station rates applicable after the opening of the Dharlla bridge are prescribed in schedule B to the agreement).

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—Mails are conveyed in accordance with rules in force on State railways. There is no special provision in the agreement for the carriage of troops, high Government officials and Government stores.

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Cooch Behar Durbar to determine agreement.*— } Terminable on the expiry of six months' notice from either side.

(ix) *Term of agreement.*—Until determined under (vii) and (viii).

Statistics of working (those for the periods prior to 1907 will be found in appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9
	Miles.	Rs.	Rs.	Rs.		Rs.		
1907 . .	33·60	15,20,857	1,79,263	91,484	6·01	103	*48·97	*The increase in 1907 and the decrease in 1909, are chiefly due to the cost of repairs of damages caused by floods in 1906, which were originally debited to Revenue in 1906 and 1907 having been written back to capital in 1909. † The increase is due chiefly to the debit to Revenue of the cost of repairs of flood damages.
1908 . .	33·60	15,17,033	1,96,254	1,14,833	7·57	112	41·48	
1909 . .	33·60	17,71,553	1,91,077	1,39,144	7·85	109	*27·17	
1910 . .	33·27	20,45,637	2,03,510	1,08,039	5·28	118	†46·91	
1911 . .	33·09	19,08,477	2,61,711	1,18,360	6·20	152	45·23	
1912 . .	33·09	19,30,869	2,71,097	1,46,019	7·56	157	46·13	
1st qr. of 1913.	33·09	19,49,585	77,277	41,562	8·52	180	46·34	
1913-14 .	33·09	20,22,791	3,00,374	1,68,808	8·05	175	45·46	
1914-15 .	33·09	20,50,061	2,69,264	1,41,749	6·91	156	47·36	
1915-16 .	33·09	19,59,396	2,63,494	1,40,785	7·18	153	46·57	
1916-17 .	33·09	19,61,895	2,86,152	155,257	7·91	166	45·74	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (f)}}$. **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

3 (*e*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)—

Date of registration of the Company.—9th June 1899.

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal railway at Goalundo by the India General Navigation and Railway and River Steam Navigation Companies' steamer services. The new Singhjani-Fulchhari extension, starting at Singhjani, a station on this line, links it with the Northern section of the Eastern Bengal railway at Fulchhari.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mymensingh to Singhjani	15-10-98	33·32	
Singhjani to Jagannathganj	22-10-99	22·91	
TOTAL	...	...	56·23

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails, O.S., laid on sâl sleepers

Ballast.—The line is ballasted throughout with brick.

Fencing.—The line is fenced only at stations and through the town of Mymensingh.

Curves.—The sharpest curve is of 2,685 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Agreements and contract—

Agreement, dated the 6th January 1897 (called the preliminary agreement) } *between the Secretary of State and the India General Steam Navigation Company* (called the Old Company), as to the construction, management, maintenance and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.
Contract, dated the 6th January 1897 (called the scheduled contract) }

Agreement, dated the 3rd October 1899, (supplemental to the preliminary agreement and scheduled contract of 1897), *between the India General Steam Navigation Company* (called the Old Company) and Messrs. W. H. Cheetham, C. C. Kilburn, and A. Pointon, merchants, the liquidators thereof, *the India General Navigation and Railway Company* (called the New Company), *and the Secretary of State*, as to the substitution, as from the 1st July 1899, of the New Company for the Old Company as a party to the preliminary agreement and the scheduled contract, respectively, and for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway Head Office from Calcutta to London.

Main provisions of agreements and contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—For the more convenient and economical construction of the railway its execution was undertaken by the Government, who also stock, manage, maintain and work it through the agency of the Eastern Bengal railway. The Government agree to allow to the Company, in respect of each calendar year, by way of rebate, such a sum not exceeding in any year the net earnings from traffic interchanged between the Eastern Bengal railway system and the Company's railway only, as shall together with the Company's net earnings for the year, make up 3½ per cent. per annum, on the actual capital expenditure on the branch, (Mymensingh is to be considered a station on the Eastern Bengal railway system, and cross traffic passing over the Company's line when booked through between stations on the Dacca-Mymensingh section and other stations on the Eastern Bengal railway is not to be taken into account in calculating rebate).

(iii) *Terms of working.*— } For management, maintenance, working and the use of rolling-stock,
(iv) *Distribution of profits.*— } the Eastern Bengal railway retains 45 per cent. of the gross earnings of the branch; the remainder, being the net earnings, is paid over to the Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (f)}$. **EASTERN BENGAL RAILWAY SYSTEM—*concld.***

3 (*e*) Mymensingh Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(v) *Rates and fares.*—To be arranged between the Government and the working agency, subject to the condition that they are to be within the maxima and minima, and that the classification of goods is to be in conformity with that in force on the Eastern Bengal railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of the Government to determine contract.*—Government may determine the contract on 12 months' notice either on—

(*a*) the 31st December 1919, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the amount of the average yearly net earnings, not including rebate payments, derived by the Company from the branch railway during the three years immediately preceding the time at which the contract is determined, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company, nor be less than such total capital expenditure; or

(*b*) on the 31st December 1948, in which case the Government undertake to pay to the Company a sum equal to the total capital expenditure in rupees.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Until determined under (vii).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Eastern Bengal railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1898 .	33·07	10,44,638	7,660	4,213	0·40	...	4,213	0·40	27	45·00	*The increase is due to the expenditure incurred on terminals at Jagannathganj. †The increase is due to the expenditure incurred on diverting about 4 miles of main line near Bidyaganj. ‡The decrease is due to the write-back of expenditure referred to in the remark marked †.
1899 .	53·37	16,11,248	66,499	36,575	2·27	...	36,575	2·27	35	45·00	
1900 .	53·37	18,78,395	1,62,028	89,116	4·74	...	89,116	4·74	58	45·00	
1901 .	53·37	20,84,346	1,67,756	92,265	4·43	...	92,265	4·43	60	45·00	
1902 .	53·14	22,85,677	2,05,251	1,12,888	4·94	...	1,12,888	4·94	74	45·00	
1903 .	52·70	23,28,917	2,22,825	1,19,573	5·13	...	1,19,573	5·13	82	*46·34	
1904 .	51·37	23,51,113	2,21,168	1,18,336	5·03	...	1,18,336	5·03	81	*46·49	
1905 .	50·69	23,86,029	2,16,642	1,18,748	4·98	...	1,18,748	4·98	81	*45·19	
1906 .	53·22	24,15,248	2,72,929	1,50,030	6·21	...	1,50,030	6·21	103	*45·03	
1907 .	53·90	24,34,018	3,31,673	1,82,402	7·50	...	1,82,402	7·50	122	45·00	
1908 .	53·91	24,50,870	3,94,866	2,17,176	8·86	...	2,17,176	8·86	141	45·00	
1909 .	54·55	24,84,174	3,80,917	2,09,504	8·43	...	2,09,504	8·43	134	45·00	
1910 .	55·51	25,31,451	3,78,228	2,08,025	8·22	...	2,08,025	8·22	133	45·00	
1911 .	55·22	25,72,135	3,96,262	2,17,944	8·47	...	2,17,944	8·47	137	45·00	
1912 .	55·22	26,27,077	3,96,790	2,18,235	8·31	...	2,18,235	8·31	138	45·00	
1st qr. of 1913.	55·22	26,46,049	99,227	54,575	2·06	...	54,575	2·06	138	45·00	
1913-14.	55·22	26,39,250	5,11,305	2,57,198	9·74	...	2,57,198	9·74	178	†49·70	
1914-15.	55·22	26,58,778	5,12,412	3,05,846	11·50	...	3,05,846	11·50	178	‡40·31	
1915-16.	53·66	26,67,078	5,50,434	3,02,739	11·35	...	3,02,739	11·35	197	45·00	
1916-17.	56·23	26,75,964	6,30,618	3,46,840	12·96	...	3,46,840	12·96	216	45·00	

3 (*f*) Khulna-Bagirhaut railway (2′ 6″ gauge)—

Date of registration of the Company—1916.

The construction of this line by the Eastern Bengal railway on behalf of a Branch Line Company was sanctioned in Railway Board's Notification No. 448-P., dated the 9th March 1916.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Khulna to Bagirhaut (sanctioned on 9th March 1916)	...	20·53	20·53

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—**

Chairman.—Lieut.-Col. Richard Gardiner.
Secretary.—Charles W. Young, Esq.
Offices.—28-30, Nicholas Lane, London, E. C.
Date of registration of the old guaranteed company.—1849.

Lines comprised in the system.—The East Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) East Indian railway (5′ 6″ gauge)	2,495·26	5·55	2,500·81
(*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)	206·40	...	206·40
(*c*) Jind-Panipat railway (Native State Section) (5′ 6″)	25·90	...	25·90
(*d*) South Bihar railway (5′ 6″ gauge)	79·19	...	79·19
Total	2,806·75	5·55	2,812·30

Running powers—

	Miles.
Home line over Foreign lines :—	
Agra Fort to Jumna Bridge, Bombay, Baroda and Central India (3′ 3⅜″ gauge) railway, for passenger trains only	1·00
Naihati to Majherhat, Eastern Bengal railway, for goods trains only	36·88
Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand railway, for certain passenger trains only	10·00
Agra City to Agra Cantonment, Great Indian Peninsula railway, for goods and passenger trains	3·37
Jind City to Jind Junction, Southern Punjab railway, for passenger and goods trains	2·95
Total	54·20
Foreign lines over Home line :—	
Bengal-Nagpur railway at Katni, at Katrasgarh, at Asansol, for passenger and goods trains	0·30, 0·66, 0·50
,, ,, ,, at Howrah, for passenger trains only	1·00
Great Indian Peninsula railway at Cawnpore, 0·97 mile for passenger trains and 0·52 mile for goods trains	1·49
,, ,, ,, at Katni, 0·38 mile, and between Belanganj and Jumna Bridge goods depot, 1·86 miles, for goods trains only.	2·24
,, ,, ,, at Manikpur, for passenger and goods trains	0·63
North Western and Oudh and Rohilkhand railways, Ghaziabad to Delhi, for passenger and goods trains	13·00
Total	19·82

4 (*a*) East Indian railway (5′ 6″ gauge)—

The lines owned by the late East Indian Guaranteed Railway Company were purchased by the State in 1879, and all the contracts then subsisting between the Secretary of State and the company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000, and it was provided that this should be paid in the form of a terminable annuity of the amount of £1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000) constitute the present East Indian Railway Company. Since the purchase certain State and Companies' branch lines were incorporated in the undertaking.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Howrah to Hooghly	15-8-54	23·28		
Hooghly to Pundooah	1-9-54	14·31		
Pundooah to Khana Junction	3-3-55	36·85		
Khana Junction to Raneegunge	3-2-55	45·71		
Raneegunge to Siarsol (near Asansol)	21-7-63	1·70		
Siarsol (near Asansol) to Sitarampur	1-1-65	15·15		
Sitarampur to Luckeeserai Junction	1-1-71	124·59		
Luckeeserai to Dinapore	17-11-62	82·42		
Dinapore to Moghal Sarai	22-12-62	125·57		
Moghal Sarai to Mirzapur	1-1-64	39·28		
Mirzapur to South Bank, Jumna	4-4-64	52·95		
Jumna Bridge to Allahabad	15-8-65	2·70		
Allahabad to Cawnpore	3-3-59	119·47		
Cawnpore to Etawah	1-7-61	86·46		
Etawah to Shikohabad	13-11-61	34·39		
Shikohabad to Tundla Junction	1-4-62	22·92		
Tundla Junction to Aligarh	1-3-63	48·56		
Aligarh to Chola (Bulandshahr Road)	1-4-64	35·54		
Chola to Delhi (South Bank, Jumna)	1-8-64	41·29		
Delhi Terminus	1-1-67	1·78		
			954·92	
Loop line—				
Khana Junction to River Adjai	3-10-58	19·00		
River Adjai to Sainthia	3-9-59	25·12		
Sainthia to Tinpahar	15-10-60	76·12		
Tinpahar to Bhagalpur	1-11-61	69·15		
Bhagalpur to Jamalpur	10-2-62	33·03		
Jamalpur to Kiul	17-11-62	28·00		
			250·42	
Carried over	...	...	...	1,205·34

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	1,205·34	
Grand Chord—					
Sitarampur to Barakar	1-1-65	5·43			
Barakar to Dhanbaid	20-5-94	25·75			
Dhanbaid to Paharpur	6-12-06	103·69			
Paharpur to Manpur	15-8-06	17·42			
Gya to Moghal Sarai	1-3-00	126·11			
			278·40		
Howrah-Burdwan Chord—					
A point 6 miles from Howrah to Saktighar	1-1-17	45·26			
			45·26		
Branches on the Main line—					
*Tarkessur branch**—					*This line was constructed by the Tarkessur Railway Company and worked by the East Indian Railway Company, under an agreement, up to the 31st December 1914. It was acquired by the State and incorporated with the East Indian railway on the 1st January 1915.
Sheoraphuli to Tarkessur	1-1-85	22·21			
			22·21		
Bhadreswar branch—					
Bhadreswar Junction to the river bank.	6-12-82	2·60			
			2·60		
Naihati branch—					
Bandel Junction to Naihati	15-3-87	4·47			
			4·47		
Bandel-Barharwa branch—					
Bandel Junction to Nabadwip	1-4-12	40·50			
Nabadwip to Katwa	15-5-12	24·25			
Katwa to Jangipur Road	1-5-13	65·91			
Jangipur Road to Dhulian Ganges	31-1-13	17·24			
Dhulian Ganges to Barharwa	19-1-11	18·32			
			166·22		
Ondal-Sainthia Chord—					
Ondal to Sainthia	10-12-06	43·91			
			43·91		
Ondal loop—					
Ondal to Baboisole	1-5-64	2·03			
Baboisole to Mangalpur	1-1-63	2·74			
Mangalpur to Toposi	2-2-63	2·65			
Toposi to Ikrah Junction	15-4-94	2·42			
Ikrah Junction to Gaurangdi	1-6-95	14·16			
Gaurangdi to Rupnarainpur	30-3-95	7·54			
			31·54		
Toposi-Barabani Chord—					
Toposi to mile 3·79	15-6-08	3·79			
Mile 3·79 to mile 6·50 towards Barabani	19-4-15	2·71			
			6·50		†This line was constructed on the 3′ 3¾″ gauge and worked by Messrs. Burn and Co. of Calcutta up to the 30th June 1911. It was acquired by the State and incorporated with the East Indian railway on the 1st July 1911 and converted to the 5′ 6″ gauge on the 13th September 1913.
Ikrah branch—					
Ikrah Junction to Barabani	15-4-94	8·40			
Barabani to Sitarampur	15-4-02	6·98			
			15·38		
Salanpur branch—					
Salanpur to Shamdi	7-9-94 1-1-97	4·29 1·24			
			5·53		
Giridih branch—					
Madhupur Junction to Giridih	1-1-71	26·70			
			26·70		
Deoghur branch†—					
Jasidih Junction to Baidyanathdham	23-12-82	4·12			
			4·12		
Mokameh Ghat branch—					
Tal Junction, *viâ* Mokameh Ghat, to Mokameh Junction.	1-5-83	2·98			‡This line was constructed by the State and worked by that agency up to 1882. It was made over to the East Indian Railway Company to be worked, under an agreement, on the 1st January 1883 and incorporated with the East Indian railway on the 1st July 1892.
			2·98		
Patna Ghat branch—					
Patna to Patna Ghat	17-11-62	0·87			
			0·87		
Patna-Gya branch‡—					
Bankipore Junction to Bankipore	2-6-79	0·25			
Bankipore to Jehanabad	21-4-79	28·95			
Jehanabad to Gya	2-6-79	28·48			
			57·68		
Digha Ghat branch—					
Bankipore Junction to Digha Ghat	2-4-85	5·53			
			5·53		
Tari Ghat branch§—					
Dildarnagar Junction to Tari Ghat	5-10-80	12·00			§This line is the old Dildarnagar-Ghazipur State railway which was incorporated with the East Indian railway on the 1st January 1889.
			12·00		
Benares chord—					
Dihwa Block hut to Bechupur (Oudh and Rohilkhand railway.)	14-5-10	1·18			
			1·18		
Jubbulpore branch—					
Naini Junction to Jubbulpore	1-8-67	224·49			
			224·49	957·57	
Carried over	...	...	...	2,162·91	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (a) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward .	...	...	...	2,162·91	
Allahabad Fort branch	3-3-59	2 33	2·33		
Cawnpore city branch	15-2-79	0·88	0·88		
Shikohabad-Farukhabad branch—					
Shikohabad to Mainpuri	1-3-05	29·71			
Mainpuri to Bhongaon	17-8-05	8·63			
Bhongaon to Farukhabad	1-1-06	27·61	65·95		
Agra branch—					
Tundla Junction to Jumna bridge. . .	1-4-62	13·35			
Jumna bridge to Agra city (Agra direct access.)	15-10-07	1·64	14·99		
Hathras branch—					
Hathras Junction to Hathras Kilah . .	1-11-98	5·58	5·58		
Hapur branch—					
Khurja to Bulandshahr	7-2-07	14·00			
Bulandshahr to Hapur	15-4-07	24·81	38·81		
Branches on the loop line—					
Azimganj branch—*					*This line was constructed by the Indian Branch (afterwards Oudh and Rohilkhand) Railway Company as a 4′ gauge line. It was purchased by the State on the 31st March 1872, incorporated with the East Indian railway on the 1st April 1892 and opened on the 5′ 6″ gauge on the 15th July 1892.
Nalhati to Azimganj	21-12-63	27·23	27·23		
Rajmehal branch—					
Tinpahar Junction to Rajmehal . . .	15-10-60	7·00	7·00		
Sakrigali branch—					
Sakrigali Junction to the river Ganges . .	1-1-94	1·26	1·26		
Mirza Chowki branch—					
Mirza Chowki to the river side . . .	1-3-09	0·20	0·20		
Bhagalpur-Bausi branch—					
Bhagalpur to Mandar Hill	1-10-11	31·55	31·55		
Sultangunge Ghat branch—					
Sultangunge Junction to Sultangunge Ghat .	6-5-95	1·16	1·16		
Monghyr branch—					
Jamalpur Junction to Monghyr . .	10-4-62	5·68	5·68		
Branches on the Grand Chord—					
Chanch branch—					
Chanch block hut to mile 197·30 . .	1-2-93 5-8-96	2·88 1·00	3·88		
Pandra branch—					
Pandra block hut to mile 151·41 . . .	26-11-00	2·66	2·66		
Pradhankhunta-Pathardihi Chord—					
Pradhankhunta to Pathardihi . . .	1-1-13	9·59	9·59		
Katras branch—					
Dhanbaid to Katrasgarh	20-5-94	9·11	9·11		
Damuda branch—					
Kasunda to Jharia	30-6-95	4·60			
Jharia to Pathardihi	30-6-95 15-7-96	3·40 1·77	9·77		
Jharia branch—					
Dhanbaid to Jharia	1-5-03	3·75	3·75		
Kasunda Tetulmari link—					
Kasunda to Tetulmari (including portion of Chandur branch).	20-4-07 6-12-06	3·15	3·15		
Katras-Khanoodih extension—					
Katrasgarh to Khanoodih	7-3-03	7·17	7·17		
Jamuniatand link—					
Kanoodih extension mile 182·58 to mile 184·55 on the Bokharo Colliery joint line.	11·10·16	1·97	1·97		
Katras-Mulkera cross connection—					
Northern half of connection . .	15-8-03	0·66	0·66		
Barun-Daltonganj branch—					
Sone East Bank (Barun) to Rajhara . .	3-5-02	67·30			
Rajhara to Daltonganj	15-12-02	10·72	78·02		
				332·35	
TOTAL OPEN MILEAGE CARRIED OVER .	...	...	...	2,495·26	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4(*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward.	...	...	...	2,495·26	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Toposi-Baraboni chord—					
6·50 miles from Toposi to Baraboni (sanctioned on 28th May 1913).	...	3·70			
Allahabad Fort branch—					
Extension to Daraganj (sanctioned on 23rd November 1914).	...	1·85			
			5·55		
				5·55	
GRAND TOTAL	...	...	...	2,500·81	
SEXTUPLE LINE—					
Howrah station to Bengal-Nagpur railway Junction cabin	1-1-08	0·85	0·85		
				0·85	
QUINTUPLE LINE—					
Lillooah to Bally	1-1-17	2·24	2·24		
				2·24	
QUADRUPLE LINE—					
Bengal-Nagpur Railway Junction cabin to Lillooah	1-1-07	2·08			
Serampore to Sheoraphuli	26-6-13	1·50			
Saktighar to Burdwan	1-1-17	7.91			
			11·49		
				11·49	
TRIPLE LINE—					
Bally to Uttarpara	1-10-15	0·83			
Uttarpara to Serampore	3-6-12	6·05			
Sheoraphuli to Baidyabati	18-9-13	0·87			
Baidyabati to Bhadreswar	17-4-16	2·71			
Debipur to Boinchee	1-1-03	2·62			
Raneegunge to Asansol	22-7-07	11·05			
			24·13		
				24·13	
DOUBLE LINE—					
On the main line—					
Bally to Uttarpara	10-3-57	*0·55			
Sheoraphuli to Chandernagore	1-2-58	*2·56			*Excluding the triple length.
Chandernagore to Hooghly	1-5-58	3·04			
Hooghly to Magra	1-10-58	5·49			
Magra to Pundooah	25-2 59	8·82			
Pundooah to Saktighar	1-10-59	*18·16			
Burdwan to Khana	1-1-59	8·16			
Khana to Durgapur	1-6-70	31·35			
Durgapur to Raneegunge	2-9-70	14·36			
Raneegunge to Sitarampur	19-12-70	*5·55			
Sitarampur to Luckeeserai	1-1-71	124·59			
Luckeeserai to Burhee	22-6-60	9·82			
Burhee to Barh	22-2-68	27·10			
Barh to Futwah	11-1-68	25·87			
Futwah to Dinapore	20-3-67	19·63			
Dinapore to Bihta	13-8-68	10·84			
Bihta to Arrah	28-3-70	13·64			
Arrah to Buxar	13-8-68	42·63			
Buxar to Dildarnagar	15-4-82	22·47			
Dildarnagar to Zamania	20-5-82	8·42			
Zamania to Sakaldiha	20-9-82	16·17			
Sakaldiha to Moghal Sarai	10-8-82	11·40			
Moghal Sarai to Ahraura Road	10-8-07	7·92			
Ahraura Road to Kylahat	8-12-06	4·95			
Kylahat to Chunar	29-12-08	5·22			
Chunar to Dagmagpur	19-2-09	4·91			
Dagmagpur to Pahara	27-2-09	4·91			
Pahara to Jhingura	16-1-08	4·61			
Jhingura to Mirzapur	6-8-07	6·76			
Mirzapur to Bindhachal	6-7-11	4·56			
Bindhachal to Birohe	12-7-11	2·91			
Birohe to Gaipura	26-9-11	4·64			
Gaipura to Jigna	10-10-11	4·34			
Jigna to Mandah Road	16-11-11	5·24			
Mandah Road to Unchdih	30-11-11	5·07			
Unchdih to Meja Road	23-11-11	5·19			
Meja Road to Tonse bridge	26-10-11	3·24			
Tonse bridge to Bheerpur	10-4-11	3·58			
Bheerpur to Karchana	9-4-11	5·74			
Karchana to Chheoki	6-8-09	5·70			
Carried over	...	...	528·11		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	520·11		
DOUBLE LINE—*concld.*					
Chheoki to Naini	31-1-07	1·08			
Naini to Allahabad	15-1-06	3·76			
Allahabad to Subadargunge	4-10-13	0·60			
Ghaziabad to Shahdara	27-1-09	3·50			
Shahdara to east side of Jumna bridge near Delhi	20-2-02	8·13			
East side of Jumna bridge to Delhi	1-7-02	2·57			
	6-3-13	3·24			
			22·88		
On the branches of the main line—					
Nalhati branch	15-3-87 to 1-7-04	4·47			
			4·47		
On the Grand Chord—					
Sitarampur to Barakar	6-3-01	5·43			
Chanch to Mugma	29-9-05	3·78			
Mugma to Futka	29-1-06	3·16			
Futka to Kaloobathan	17-1-06	2·59			
Kaloobathan to Chhota Ambona	21-3-06	5·79			
Chhota Ambona to Pradhankhunta	17-10-05	3·68			
Pradhankhunta to Dhanbad	20-8-06 to 1-7-06	5·01			
Gujhandi to Gurpa	11-3-07	13·62			
Gya to Kastha	30-4-14	4·93			
Ganj Khwaja to Moghal Sarai	4-5-14	3·14			
			51·13		
On the branches of the Grand Chord—					
Portion of Jharia branch	1-1-04	0·17			
Lodna to Pathardihi	26-9-12	1·45			
	1-1-13	0·45			
			2·07		
On the Howrah-Burdwan chord—					
A point 6 miles from Howrah to Saktighar	1-1-17	45·96	45·96		
GRAND TOTAL, DOUBLE LINE	...	...	...	645·92	

Details of construction—

Permanent-way.—The main line from Howrah to Delhi, including Howrah-Burdwan chord, the Grand Chord, the Loop line from Khana Junction to Kiul, the Jubbulpore branch, Tarkessur branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Barun-Daltonganj branch, Agra branch, Shikohabad-Farukhabad, Bandel-Barharwa and Bhagulpur-Bausi branches are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both the up and down roads of the main line from Howrah to Allahabad, a distance of about 564 miles, the rails are 85-lb. bull-headed with the exception of a few lengths aggregating 310 miles laid with 88½-lb. bull-headed rails, and 2 short lengths of about 2 miles laid with 75-lb. double-headed rails.

Above Allahabad the main line up to Fatehpur (mile 636) is laid with 85-lb. bull-headed rails. The sections Fatehpur to Kanchausi (about 90 miles), Tundla to Barhan (6 miles) and Khurja to Patpore (about 50 miles) are laid with 88½-lb. bull-headed rails. The rest of the main line and branches are laid with 75-lb. double-headed rails.

The Grand Chord line, is laid with 85-lb. rails, between Sitarampore and Gurpa, and with 88½-lb. bull-headed rails, between Gurpa and mile 339, near Sone East Bank (excepting a length of 5 miles) and between mile 375 (near Pusauli) and Moghal Sarai and on the newly opened down track between Gya and Kastha and Ganj Khwaja and Moghal Sarai. The remaining length is laid with 75-lb. double-headed rails.

Of the Howrah-Burdwan chord, the Bally-Manirampur and Jangram-Saktighar sections are laid with 90 lb. flat-footed, and the rest with 88½ lb. bull-headed, rails.

The Deoghur and Tarkessur branches are laid with 75-lb. double-headed rails and the Nalhati branch with 88½-lb. bull-headed rails.

As at present laid, about thirty per cent of the sleepers are wooden and the remainder iron. The wooden sleepers principally consist of sâl and deodar; but of late jarrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham-Olpherts' pattern and weigh about 252 lbs. each.

Ballast.—The line, with the exception of the Howrah-Burdwan chord and the Barharwa-Bandel branch, is ballasted throughout with stone.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Details of construction—*concld.*

Fencing.—The line is fenced throughout, except on the Damoodur, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Barun-Daltonganj, Shikohabad-Farukhabad, Barharwa-Bandel, Bhagalpur-Bausi and Deoghur branches, the Ondal loop and the Ondal-Sainthia and Dhanbad-Jharia chords.

Curves.—The sharpest curve is of 1,000 feet radius and situate between Agra (Jumna Bridge station) and Agra City station.

Gradients.—The ruling gradient on the main line is 1 in 300, except between Raneegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha, and on the Grand Chord, 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient on the Tarkessur branch, is 1 in 500, on the Howrah-Burdwan chord and the Shikohabad-Farukhabad branch 1 in 400, on the Daltonganj branch, 1 in 333, on the Patna-Gya and Digha Ghat branches, 1 in 250. On the Bandel-Barharwa branch, the Loop line, the Monghyr branch, the Ondal-Sainthia chord, the Bhagalpur-Bausi branch, the Khurja-Hapur branch and the Jubbulpore branch, it is 1 in 200; on the Azimganj branch, 1 in 100, and on the Deoghur branch 1 in 50.

Contracts and agreement—

Contract, dated the 22nd December 1879 (called the principal contract) *between the Secretary of State and the East Indian Railway Company*, as to the maintenance, management and working of the undertaking.

Agreement, dated the 27th July 1882, *between the Secretary of State and the East Indian Railway Company*, as to the working of the Kurhurbaree and Serampore collieries.

Contract, dated the 10th November 1893 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the incorporation in the undertaking of certain State branch lines.

Contract, dated the 26th February 1896 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the raising of capital by debentures.

Contract, dated the 22nd November 1897 (supplemental to the contracts of 1879 and 1896), *between the Secretary of State and the East Indian Railway Company*, as to the construction and working of the Moghal Sarai-Gya railway.

Contract, dated the 4th April 1899 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the creation of debenture stock.

Contract, dated the 14th November 1899 (modifying the contract of the 22nd December 1879 as supplemented by the contracts of 1896 and 1899), *between the Secretary of State and the East Indian Railway Company.*

Contract, dated the 16th April 1903 (supplemental to the contracts of 1899, and to those of 1879, 1896 and 1899 therein referred to), *between the Secretary of State and the East Indian Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Contract, dated the 10th July 1907 (supplemental to the contracts of 1879, 1899 and 1903), *between the Secretary of State and the East Indian Railway Company*, as to the creation of a 3½ per cent Debenture stock.

Contract, dated the 25th October 1911, *between the Secretary of State, the Deoghur Railway Company and the East Indian Railway Company*, as to the transfer to the Secretary of State of the Deoghur railway and its management, maintenance and working by the East Indian Railway Company as a part of the undertaking.

Contract, dated the 10th June 1914, *between the Secretary of State and the East Indian Railway Company*, as to the adoption of the Government Financial year for the preparation of accounts.

Contract, dated the 3rd May 1915, *between the Secretary of State and the East Indian Railway Company*, as to the creation of 4½ *per cent.* Debenture Stock.

Main provisions of contracts and agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of interest in sterling at 4 per cent per annum on £6,550,000, the capital sum representing the deferred portion (one-fifth) of the annuity payable by Government in purchase of the East Indian railway. Also guarantee of principal and interest in respect of debentures and debenture stock issued by the Company.

(iii) *Distribution of profits.*—The surplus profits in each half-year remaining after payment of interest and annuity charges, and the contribution to the Provident Fund, to be divided as follows:—

Of the first Rs. 25,00,000 of such surplus profits (or of the whole amount when it does not exceed Rs. 25,00,000) the Government to receive four-fifths and the Company one-fifth; of any excess beyond Rs. 25,00,000 the Government to receive fourteen-fifteenths and the Company one-fifteenth.

(iv) *Rates and fares.*—Maximum and minimum rates and fares to be authorised, and the classification of passengers and goods to be prescribed, by the Government.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*a*) East Indian railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts and agreement—*concld.*

(v) *Special obligations as to the conveyance of* —

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed on same general conditions, and at rates (to be approved by the Government) not less than those in force for the time being for similar services on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be from time to time approved by the Government.

(vi) *Power of the Government to determine contract.*— } By the contract of the 14th November 1899 the
(vii) *Power of the Company to surrender contract.*— } Government and the Company mutually agree that they will not determine the contract dated the 22nd December 1879 before the 31st December 1919. On that date, or at the end of any succeeding fifth year thereafter, either party may determine the contract by giving two years' previous notice. (On the determination of the contract the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.)

(viii) *Term of contract* [*if not determined under* (vi) *and* (vii)].—50 years from 1st January 1880.

Statistics of working (Those for 1879 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses earnings.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1880.	1,504·25	34,18,12,052	4,29,45,116	2,84,66,874	8·33	*a*1,96,03,398	··	17,72,690	70,90,786	549	33·71
1881	1,506·75	34,67,27,455	4,54,11,472	3,06,38,827	8·84	30,27,492	1,72,92,000	20,63,867	82,55,468	578	32·53
1882.	1,506·77	34,83,42,743	4,71,17,594	2,94,15,386	8·44	31,83,022	1,72,92,000	17,88,073	71,52,291	601	37·57
1883.	1,509·46	35,02,20,413	4,94,67,085	3,08,77,691	8·82	33,68,151	1,75,10,887	19,99,731	79,98,922	630	37·58
1884.	1,509·46	35,34,09,667	4,38,38.714	2,70,76,204	7·66	34,79.206	1,77,35.384	11.72,323	46.89.291	558	38·24
1885.	1,514·99	35,61,22,471	4,63,86,889	2,97,35,295	8·35	36,22,093	1,79,65,714	16,29,502	65,17,986	589	35·90
1886.	1,514·86	35,80,42,570	4,66,70,853	3,02,20,962	8·44	37,84,444	1,89,50,137	14,97,276	59,89,105	591	35·25
1887.	1,513·36	35,85,11,962	4,60,65,661	3,09,98,517	8·65	38,48,886	1,92.13,333	15,87,259	63,49.039	583	32·71
1888.	1,513·45	35,82,32.469	4,54,36.902	3,00.27,370	8·38	38,60,374	2,03,43.530	11,64,693	46,58,773	567	33·91
1889.	1,525·44	35,98,56,817	4,49.57.901	2,91,14,970	8·09	39,98,237	2,09,60,000	8,31,347	33,25,386	557	35·24
1890.	1,525·44	36,00,54,709	4,34,39,355	2,95,24,546	8·20	39,95,919	2,03,43,530	10,37,019	41,48,078	538	32·03
1891.	1,525·44	35,94,69,179	4,94,85,230	3,56,54,312	9·92	37,33,297	1,86,94.054	26,45,392	1,05,81,569	615	27·95
1892.	1,610·27	36,51,42,775	4,88.55,105	3,48,16,719	9·54	37,25,754	2,06,47,164	20,88,760	83,55,041	587	28·73
1893.	1,610·73	37,17,65,626	*b*5,08.44,654	3.60.94 293	9·71	41,26,889	2,34,46,780	17,04,125	68,16.499	584	29·01
1894.	1,664·11	37,50,81,624	5,26,89,485	3,64,26,405	9·71	43,37,988	2,43,89,582	15,39,767	61,59,068	604	30·87
1895.	1,700·19	38,08,79,764	*c*5,41,50,856	*c*3,78,34,726	9·93	45,73,671	2,61,01,132	14,29,078	57,30,845	603	30·13
1896.	1,701·11	38,54,11,272	*d*5,40.69,142	*d*3,67,77,682	9·54	46,90,562	2,58.59,455	12,45,733	49,81,932	597	31·98
1897.	1,705·09	39,66,36,442	5,88,28.013	4,14,93,460	10·46	48,20,238	2,47,34,406	23,87,763	95,51,053	649	29·47
1898.	1,712·25	40.98.39,605	5,97,96,060	4,08,07.269	9·96	50,46,514	2,32,64,533	24,99,244	99.96.978	658	31·76
1899.	1,710·67	42,96,85,477	6,35,45,974	4,26,60,018	9·93	54,63,902	2,21,46,516	30,09,920	1.20,39,680	697	32·87
1900.	1,840·32	44,54,88,809	6,84,74,972	4,47,15,571	10·04	60,18,054	2,15,60,963	18,09,104	1,53,27,450	708	34·70
1901.	1,838·04	45,95,76,136	7,03.96,636	4,57.13,311	9·95	65,46,878	2,16.82.360	18,51,450	1.56,32.623	733	35·06
1902.	1,923·35	47,43,55,297	6,77,38,713	4,29,80,833	9·06	70,34,492	2,16,46,868	16,19,965	1,26,79,502	687	36·55
1903.	1,935·11	48,80,34,496	6,99,72,700	4,64,35,793	9·51	74,46,371	2,16,15.000	18,24,961	1,55.49,461	692	33·64
1904.	1,932·87	50.26.09,029	7,59,71,544	5,06,03,115	10·07	80,23.978	2,16,15.000	20,64,276	1,88.99.861	749	33·39
1905.	1,972·30	52,58,72,727	7,50,47,139	4,82,21,979	9·17	86,75,860	2,16,15,000	18,62,075	1,60,69,044	738	35·74
1906.	2,165·04	54,79,28.490	8,02,50.910	*e*4,87,53.855	8·90	93,88,271	2,16,15.000	18,50,039	1,59.00,545	*f*721	*f*38·65
1907.	2,208·29	56,77,47,625	8,11,29,807	*e*4,84,10,858	8·53	1,01,66,204	2,16,15,000	17,75,310	1,48,54,344	*f*673	*f*39·74
1908.	2,213·18	58,74.01,148	8,28,51,108	*e*4,44,26,132	7·56	1,09,27,823	2,16,15,000	14,58,887	1,04.21.422	*f*682	*f*45·80
1909.	2,212·07	60,27,01,643	*g*8.28.35,189	*e*4,77,90,961	7·93	1,15,88,058	2,16,15.000	16,39,194	1,29,48,709	*f*695	*f*41·73
1910.	2,212·77	60,82,23,218	8,60,42,147	*e*5,20,01,256	8·54	1,18,60,704	2,16,15,000	19,01,703	1,66,23,849	*f*722	*f*39·01
1911.	2,265·86	62.08,94,930	9,22,36,385	*e*5,59,09,018	9·00	1,21,80,902	2,16,15,000	21,40,874	1,99,72,242	*f*756	*f*38·87
1912.	2,331·09	63.49,50,982	10,15,50,003	*e*6,32,20,565	9·96	1,26,75,172	2,16,15,000	25,95,359	2,63,35,034	*f*810	*f*37·27
1st qr. of 1913	2,359·40	64,01,66,586	2,58,28,008	*e*1,49,21,567	2·33	32,55,583	54,03,750	5,84,149	56,78,085	*f*814	*f*41·77
1913-14	2,424·20	66,70,44,170	10,26,92,832	*e*6,13,38,002	9·20	1,35,41,326	2,16,15,000	24,12,112	2,37,69,564	*f*769	*f*39·81
1914-15.	2,445·63	70,52,95,287	10,35,97,327	*e*6,25,79,018	8·87	1,48,99,653	2,16,15,000	24 04,291	2,36,60,074	*f*796	*f*38·16
1915-16.	2,448·22	71,50,37,347	10,51,90,203	*e*6,39,64,189	8·95	1,60,07,057	2,16,15,000	24,22,809	2,39,19,323	*f*800	*f*39·19
1916-17.	2,495·26	72,11.24.810	11.08.91,903	*e*7.10.37,920	9·85	1,62,94,019	2,16,15,000	28,06,458	3.03,22,443	*f*828	*f*35·94

a Interest in 1880 includes annuity charges, which cannot be separated.
b Includes arrear credits for substantial improvements, Rs. 10,49,127.
c Includes Rs. 14,530 realised from Palmer's Trust Estate.
d Excludes Rs. 1,000 paid to Mr. Patterson, Law Agent, as remuneration in respect of the amount realised from the Palmer's Trust Estate.
e Excludes the annual rental paid to the South Bihar Railway Company together with interest on Government advances for the purposes of this railway.
f Includes the South Bihar railway.
g Includes arrear credits for substantial improvements, Rs. 26,19,763.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (l)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—

Chairman.—Alexander Izat, Esq., C.I.E.
Secretary.—E. A. Neville, Esq.
Offices.—237, Gresham House, Old Broad Street, London, E.C.
Date of registration of the Company.—25th January 1889.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Main line.—			
Delhi to Kalka	1-3-91	161·88	
Kaithal branch.—			
Kurukshetra to Kaithal	1-12-10	29·76	
British section of Jind-Panipat railway—			
Panipat Junction to 2·45 miles from Madlauda	1-11-16	14·76	
TOTAL	...	...	206·40

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham-Olpherts' cast-iron plate and wooden sleepers with cast-iron chairs. On the Kaithal branch 75-lb. flat-footed steel rails have been used.

Ballast.—The Main line and Kaithal branch are ballasted with stone. The British section of the Jind-Panipat railway is at present packed with earth except at bridge approaches.

Fencing.—The Main line and Kaithal branch are fenced. The British section of the Jind-Panipat railway is fenced round station-yards at important road-crossings and villages.

Curves.—The sharpest curve is of 1,010 feet radius.

Gradients.—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.

Contracts—

Dated the 24th January 1889 (called the principal working contract), *between the Secretary of State and the East Indian Railway Company*, for working and maintenance.

Dated the 12th February 1889 (called the principal contract), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company'* for the construction of the railway.

Dated the 19th March 1890 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the raising of additional capital by the issue of debentures.

Dated the 19th December 1895 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, conceding to the Company, from the 1st January 1893, the 2 per cent of gross earnings previously retained by Government.

Dated the 21st July 1896 (supplemental to the contract of 1889), *between the Secretary of State and the East Indian Railway Company*, as to the provision of funds for further capital works.

Dated the 24th July 1896 (supplemental to the contracts of 1889 and 1890), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the provision of funds for further capital works.

Dated the 9th June 1897 (supplemental to the contracts of 1889, 1890 and 1895), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, guaranteeing interest at the rate of 3¼ per cent on share capital.

Dated the 27th April 1903 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 1st July 1909 (supplemental to the contracts of 1889 and 1896), *between the Secretary of State and the East Indian Railway Company*;
Dated the 3rd November 1909 (supplemental to the contracts of 1889, 1890, 1895, 1896, 1897 and 1903), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*;
} as to the working and construction, respectively, of the Kaithal branch.

Dated the 8th April 1914, *between the Secretary of State and the Delhi-Umballa Kalka Railway Company*, as to the adoption of the Government Financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—To be provided by the Government free of cost to the Company.

(ii) *Government aid.*—
(iii) *Terms of working.*— } The Government undertake (through the agency, in the first instance, of the East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1926, taking 48 per cent of the gross receipts of the railway for the working agency and paying 52 per cent to the Company. By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3¼ per cent per annum on its share capital.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(iv) *Distribution of profits.*—Surplus profits in any year in excess of 3¼ per cent per annum on share capital are divided equally between the Government and the Company until the Government has been repaid amounts advanced by way of subsidy, with interest. Thereafter all surplus profits will belong to the Company.

(v) *Rates and fares.*—To be agreed upon between the Government and the working agency ; but between Delhi and Umballa not more than the maximum, nor less than the minimum, in force on the East Indian railway, and between Umballa and Kalka not more than three times such maximum nor less than such minimum.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vii) *Power of the Government to determine contract.*—The Government may determine the contract on the previous determination of the Principal Contract or on the 31st December 1926, or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Payments by the Government by way of subsidy under the contract of the 9th June 1897 and also the additional 2 per cent of gross earnings conceded to the Company under the contract of the 19th December 1895 are to be excluded from the profits of the Company in calculating the price to be paid by the Government.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—Not specified.

Statistics of working (including the Jind-Panipat railway (Native State section) from 1916-17.)—

Year.	Mileage open at end of each year.		Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.		Gross earnings.	Net earnings.		Percentage of net earnings on total capital outlay given in columns (4) & (5).		Delhi Umballa-Kalka Railway, including British section of Jind-Panipat Railway.			Earnings per mile per week.	Proportion of expenses to earnings.
	Delhi-Umballa-Kalka railway, including British section of Jind-Panipat railway.	Native State section of Jind-Panipat railway.	Delhi-Umballa-Kalka railway, including British section of Jind-Panipat railway.	Native State section of Jind-Panipat railway		Delhi-Umballa-Kalka railway, including British section of Jind-Panipat railway.	Native State section of Jind-Panipat railway.	Delhi Umballa Kalka Railway including British section of Jind-Panipat railway.	Native State section of Jind-Panipat railway.	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (4).		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.		Rs.	
1891	162·24	...	1,55,44,692	...	9,07,697	4,72,002	...	3·04	...	...	4,72,002	3·04	128	48·00
1892	161·40	...	1,58,22,137	...	10,81,769	5,62,520	...	3·56	...	...	5,62,520	3·56	129	48·00
1893	161·40	...	1,55,24,600	...	11,98,508	6,23,224	...	4·01	...	...	6,23,224	4·01	143	48·00
1894	161·40	...	1,55,25,547	...	13,37,526	6,95,514	...	4·48	...	...	6,95,514	4·48	159	48·00
1895	161·40	...	1,55,06,120	...	14,60,519	7,59,470	...	4·90	...	...	7,59,470	4·90	174	48·00
1896	160·47	...	1,54,49,783	...	13,18,840	6,85,797	...	4·44	...	...	6,85,797	4·44	158	48·00
1897	162·24	...	1,53,26,585	...	15,73,319	8,18,126	...	5·34	...	...	8,18,126	5·34	186	48·00
1898	162·24	...	1,53,43,587	...	16,07,512	8,35,906	...	5·45	...	...	8,35,906	5·45	191	48·00
1899	162·24	...	1,53,01,272	...	14,49,378	7,53,677	...	4·93	...	...	7,53,677	4·93	172	48·00
1900	162·24	...	1,53,15,467	...	13,72,523	7,13,712	...	4·66	...	...	7,13,712	4·66	163	48·00
1901	162·24	...	1,52,92,648	...	18,05,858	9,39,046	...	6·14	...	...	9,39,046	6·14	213	48·00
1902	162·24	...	1,54,23,791	...	18,66,695	9,70,681	...	6·29	...	...	9,70,681	6·29	221	48·00
1903	162·36	...	1,55,49,998	...	18,30,960	9,52,099	...	6·12	...	...	9,52,099	6·12	216	48·00
1904	162·36	...	1,55,51,763	...	18,53,475	9,63,807	...	6·20	...	...	9,63,807	6·20	218	48·00
1905	162·36	...	1,56,97,499	...	20,16,936	10,48,807	...	6·72	...	...	10,48,807	6·72	238	48·00
1906	162·36	...	1,57,26,333	...	20,04,218	10,42,194	...	6·63	...	...	10,42,194	6·63	237	48·00
1907	162·36	...	1,58,23,198	...	23,04,659	11,98,423	...	7·57	...	...	11,98,423	7·57	272	48·00
1908	162·36	...	1,60,07,122	...	21,09,189	10,96,778	...	6·85	...	...	10,96,778	6·85	250	48·00
1909	162·36	...	1,66,56,595	...	22,90,710	11,91,169	...	7·15	...	...	11,91,169	7 15	271	48·00
1910	192·13	...	1,75,45,512	..	26,05,803	13,55,018	...	7·72	...	...	13,55,018	7·72	261	48·00
1911	192·12	...	1,77,78,158	...	31,53,021	16,39,571	...	9·22	...	...	16,39,571	9·22	316	48·00
1912	192·12	...	1,79,12,579	...	32,30,326	16,79,769	...	9·38	...	...	16,79,769	9·38	323	48·00
1st qr. of 1913	192·12	...	1,79,34,924	...	8,36,556	4,35,009	...	2·43	...	...	4,35,009	2·43	335	48·00
1913-14	192·12	...	1,80,32,784	...	31,67,202	16,46,945	...	9·13	...	...	16,46,945	9·13	317	48·00
1914-15	191·64	...	1,84,33,052	...	32,15,603	16,72,114	...	9·07	...	...	16,72,114	9·07	323	48·00
1915-16	191·64	...	1,92,01,786	...	31,82,987	16,55,153	...	8·62	...	...	16,55,153	8·62	319	48·00
1916-17	206·40	25·90	1,94,98,488	15,99,054	36,59,888	18,85,843	17,299	9·67	1·08	...	18,85,843	9·67	303	48·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*c*) Jind-Panipat railway (Native State Section) (5′ 6″ gauge)—

This line is the portion of the Jind-Panipat railway which lies within the limits of Jind territory; the portion lying in British territory forms an integral part of the Delhi-Umballa-Kalka railway. Its construction by the Agency of the Delhi-Umballa-Kalka Railway Company was authorised by the Railway Board in their letter No. 2477-R.C., dated the 11th September 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
2·45 miles from Madlauda to Jind city on the Southern Punjab railway	1-11-16	25·90	25·90

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 75-lb. double-headed steel rails on wooden and Denham-Olphert's sleepers.

Ballast.—The line is at present packed with earth, except at bridge approaches where brick ballast has been used.

Fencing.—The line is fenced only round station-yards and at important road-crossings and villages.

Curves.—The sharpest curve has a radius of 3,820 feet.

Gradient.—The ruling gradient is 1 in 250.

Agreement.—The line is being maintained and worked under the terms of an agreement which is under consideration.

Statistics of working—

Included with 4 (*b*), Delhi-Umballa-Kalka railway.

4 (*d*) South Bihar railway (5′ 6″ gauge)—

Chairman.—Sir Henry S. Cunningham, K.C.I.E.

Acting Secretary.—Percy A. Cory, Esq.

Offices.—91, York Street, Westminster, S. W.

Date of registration of the Company.—4th July 1895.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Luckeeserai to Wazirganj	5-7-99	79·19	79·19
Wazirganj to Gya	10-7-99		

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs and Denham-Olpherts' cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.

Curves.—The sharpest curve is of 3,000 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Contracts—

Dated the 7th August 1895 (called the principal contract), *between the Secretary of State and the South Bihar Railway Company*, as to construction.

Dated the 22nd August 1895 (called the contract of 1895), *between the Secretary of State and the East Indian Railway Company*, as to maintenance and working.

Dated the 21st April 1903 (supplemental to the contract of 1895), *between the Secretary of State and the South Bihar Railway Company*, as to the adoption of 1*s* 4*d* per rupee as the "prescribed" rate of exchange.

Dated the 11th December 1906 (supplemental to the contract of 1895), *between the Secretary of State and the South Bihar Railway Company*, as to the lease of the South Bihar railway to the Secretary of State and yearly payment to the Company until date of determination of the contract of the 7th August 1895.

Dated the 16th January 1907, *between the Secretary of State and the East Indian Railway Company*, as to working the South Bihar railway as part of the Company's undertaking.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (}a\text{) to (}i\text{)}}$ **EAST INDIAN RAILWAY SYSTEM**—*concld.*

4 (*d*) South Bihar railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—
(iii) *Terms of working.*—
(iv) *Distribution of profits.*—

Government constructed the line, from funds provided by the South Bihar Railway Company, and maintained, stocked and worked it through the agency of the East Indian Railway Company up to the 31st December 1905, for a certain proportion of its gross earnings; and, by agreement with the East Indian Railway Company, also allowed to the South Bihar Railway Company, by way of rebate, a percentage of the East Indian Railway's share of the receipts from traffic interchanged between the two railways towards making up an amount equal to 4 per cent interest for each half-year on the actual capital expenditure (subject to certain limits) on the South Bihar railway.

With effect from the 1st January 1906 the South Bihar Railway Company leased its line to the Government for a yearly sum of £30,000, payable by half-yearly payments of £15,000, at the end of each calendar half-year, in substitution of the corresponding provisions of the principal contract of the 7th August 1895.

As between the Government and the East Indian Railway Company the South Bihar railway as from 1st January 1906 is worked as part of the undertaking of the Company, who pay to the Government from the net half-yearly revenue of the undertaking the half-yearly sum of £15,000 and also interest for each half-year at 3½ per cent per annum on Rupees 7,63,099-1-11, being the amount of capital advances made by the Government for the purposes of the South Bihar railway.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

As under 4 (*a*), East Indian railway (5′ 6″ gauge).

(vii) *Power of the Government to determine contracts.*—Government may determine the South Bihar Railway Company's contracts on the 30th June 1919, or on the 30th June in the last year of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination the Government will pay to the Company in England £684,580, as being the capital expended on the undertaking with the authorisation of the Secretary of State.

The East Indian Railway Company's contracts terminate at the same time as the Company's contract of 1879, for which see 4 (*a*), East Indian railway (5′ 6″ gauge).

(viii) *Power of the South Bihar Railway Company to surrender contracts.*—Nil.

(ix) *Power of the East Indian Railway Company to surrender contracts.*—As under (vii).

(x) *Term of South Bihar Railway Company's contracts* [*if not determined under* (vii)].—Not specified.

(xi) *Term of East Indian Railway Company's contracts.*—As under (vii).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the East Indian railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1899 . .	78·83	1,18,16,730	2,03,328	1,32,163	1·12	33,403	1,65,566	1·40	100	35·00
1900 . .	78·76	1,23,15,110	4,67,133	3,03,636	2·47	1,44,404	4,48,040	3·64	114	35·00
1901 . .	78·76	1,23,66,533	5,14,870	3,08,822	2·50	1,28,082	4,36,904	3·53	125	40·02
1902 . .	78·76	1,19,88,612	4,99,809	2,74,895	2·29	1,35,445	4,10,340	3·42	122	45·00
1903 . .	78·76	1,20,01,897	5,24,605	2,88,533	2·40	1,57,708	4,46,241	3·72	128	45·00
1904 . .	78·76	1,19,72,914	5,70,358	3,13,697	2·62	1,65,382	4,79,079	4·00	138	45·00
1905 . .	78·76	1,19,77,154	5,55,199	3,05,360	2·55	1,72,721	4,78,081	3·99	135	45·00
1906 . .	78·76	1,19,74,947								
1907 . .	78·76	1,19,77,154								
1908 . .	79·19	1,19,77,154								
1909 . .	79·19	1,19,77,154								
1910 . .	79·19	1,19,77,154								
1911 . .	79·19	1,19,77,154	See "terms of working" above.							
1912 . .	79·19	1,19,77,154								
1st qr. of 1913.	79·19	1,19,77,154								
1913-14 .	79·19	1,19,77,154								
1914-15 .	79·19	1,19,77,154								
1915-16 .	79·19	1,19,77,154								
1916-17 .	79·19									
	79·19	1,19,77,154								

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 / Sub-heads (*a*) to (*l*). **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

Chairman.—Colonel F. Firebrace.
Secretary.—R. H. Walpole, Esq.
Offices.—48, Copthall Avenue, London, E. C.
Date of registration of the former Guaranteed Company.—1853.

Lines comprised in the system.—The Great Indian Peninsula railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Great Indian Peninsula railway (5′ 6″ gauge)	2,551·71	105·86	2,657·57
(*b*) Agra-Delhi Chord railway (5′ 6″ gauge)	125·88	...	125·88
(*c*) Baran-Kotah railway (5′ 6″ gauge)	40·29	...	40·29
(*d*) Bhopal-Itarsi railway (5′ 6″ gauge)	56·48	...	56·48
(*e*) Bhopal-Ujjain railway (5′ 6″ gauge)	113·35	...	113·35
(*f*) Bina-Goona-Baran railway (5′ 6″ gauge)	145·61	...	145·61
(*g*) Cawnpore-Banda railway (5′ 6″ gauge)	75·71	...	75·71
(*h*) Dhond-Baramati railway (2′ 6″ gauge)	27·26	...	27·26
(*i*) Ellichpur-Yeotmal railway (2′ 6″ gauge)	117·66	...	117·66
(*j*) Matheran Light railway (2′ 0″ gauge)	12·61	...	12·61
(*k*) Pachora-Jamner railway (2′ 6″ gauge)	...	34·62	34·62
(*l*) Pulgaon-Arvi railway (2′ 6″ gauge)	...	21·75	21·75
Total	3,266·56	162·23	3,428·79

Running powers—

Home line over foreign lines :—

Dadar junction to Colaba, 7·25 miles, for goods trains only and at Ujjain, 0·24 mile for passenger and goods trains, Bombay, Baroda and Central India railway	7·49
Idgah to Agra Fort, Bombay, Baroda and Central India railway, for passenger and goods trains	1·32
At Cawnpore, 0·97 mile for passenger and 0·52 mile for goods trains only, at Manikpur, 0·63 mile for passenger and goods trains, at Katni, 0·38 mile for goods trains only and between Belanganj and Jumna Bridge Goods Depot, 1·86 miles for goods trains, East Indian railway	4·36
At Cawnpore, 0·86 mile for passenger and goods trains and between Cawnpore and Lucknow, 44·63 miles for passenger trains only, Oudh and Rohilkhand railway	45·49
At Katni, 1·60 miles for passenger and between Nagpur and Itwari Bazar, 1·73 miles for goods trains, Bengal-Nagpur railway	3·33
Total	61·99

Foreign lines over home line :—

Bengal-Nagpur railway, at Nagpur, for passenger and goods trains	0·65
Bombay, Baroda and Central India railway, Dadar Junction to Carnac Bridge, for goods trains only	4·30
Bombay, Baroda and Central India railway, 90·05 miles, Muttra Junction to Delhi Junction, and 1·78 miles, Mahim to Cowari, for passenger and goods trains	91·83
East Indian railway, Belanganj junction to Agra Cantonment, for passenger and goods trains	3·37
Total	100·15

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—

The Great Indian Peninsula railway comprises the line formerly owned by the old Guaranteed Company of that name (now called the Great Indian Peninsula railway proper), in amalgamation with that of the late Indian Midland Railway Company (now known as the Midland section). The Guaranteed Company's railway was purchased by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined and a new Great Indian Peninsula Railway Company was constituted. The amount of the purchase price was £34,859,218, of which £33,109,218 is being paid by means of a terminable annuity of £1,268,516, the remaining £1,750,000 being represented by Company's stock issued in exchange for £67,047 of annuity. In addition to the purchase price, the debentures and debenture stock of the Company for which the Secretary of State incurred the liability on purchase amounted to £5,922,350.

The contract *between the Secretary of State and the Indian Midland Railway Company,* dated the 22nd October 1885, was determined by the Secretary of State on the 31st December 1910. That does not, however, substantially affect the carrying out of the contract, *between the Secretary of State and the Great Indian Peninsula Railway Company,* dated the 21st December 1900, the effect of which is that the railways formerly known as the "Indian Midland Railway System" are to form part of the undertaking worked by the Company for so long as that contract remains in force.

Nor are the arrangements subsisting at the date of the termination of the Indian Midland Railway Company's contract for working of the Native State branches of that Company's line disturbed in any way by the termination of that Company's contract, the necessary alterations, whereby the Government becomes a party thereto instead of the Indian Midland Railway Company, having been made in the working agreements relating to such branches. The Gwalior Light railway was worked by the Great Indian Peninsula Railway Company up to the 30th June 1913, after which date the working was taken over by the Gwalior Durbar.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*contd.*

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
GREAT INDIAN PENINSULA RAILWAY PROPER—				
NORTH-EAST LINE—				
Main line—				
Victoria Terminus to Thana	18-4-53	21·00		
Thana to Kalyan	1-5-54	12·41		
Kalyan to Vasind	1-10-55	16·14		
Vasind to Asangaon	6-2-60	3·75		
Asangaon to Kasara	1-1-61	21·84		
Kasara to Igatpuri (Thal Ghat)	1-1-65	8·60		
Igatpuri to Nasik	28-1-61	31·43		
Nasik to Chalisgaon	1-10-61	87·24		
Chalisgaon to Jalgaon	6-10-62	57·48		
Jalgaon to Bhusaval	20-5-63	15·04		
Bhusaval to Burhanpur	20-11-65	33·57		
Burhanpur to Khandwa	3-9-66	42·78		
Khandwa to Bir	17-2-68	21·15		
Bir to Itarsi	1-1-70	89·27		
Itarsi to Sohagpur	1-2-70	30·69		
Sohagpur to Jubbulpore	8-2-70	121·65		
			614·04	
Branches—				
Itarsi-Nagpur Branch—				
Itarsi to Betul	1-5-13	66·25		
Betul to Amla	29-9-14	14·31		
Amla to Parasia	1-11-15	53·86		
			134·42	
Bombay Harbour Branch—				
Reay Road station to Kurla	12-12-10	6·19		
			6·19	
Mahim chord—				
Ravali to Mahim	12-8-14	1·30		
			1·30	
Chalisgaon-Dhulia branch—				
Chalisgaon to Dhulia	15-10-00	34·95		
			34·95	
Jalgaon-Amalner branch—				
Jalgaon to Erandol Road	20-2-00	18·26		
Erandol Road to Amalner	4-4-00	16·00		
			34·26	
Nagpur branch—				
Bhusaval Junction to Malkapur	20-5-63	30·05		
Malkapur to Shegaon	24-10-64	32·53		
Shegaon to Badnera	18-12-65	72·67		
Badnera to Pulgaon	16-7-66	40·29		
Pulgaon to Sindi	5-11-66	38·27		
Sindi to Nagpur	20-2-67	29·44		
			243·25	
Khamgaon branch—				
Jalamb to Khamgaon	4-3-70	7·97		
			7·97	
Amraoti branch—				
Badnera to Amraoti	16-2-71	5·49		
			5·49	
Balharshah branch—				
Wardha to mile 490·20	1-2-79	18·95		
Mile 490·20 to mile 512·64	24-12-75	22·44		
Mile 512·64 to Warora	26-4-76	4·00		
Warora to Balharshah	1-2-08	37·12		
			82·51	
Mohpani branch—				
Gadarvada to Mohpani	3-9-72	12·47		
Mohpani to Gotitoria	22-11-96	1·07		
Mohpani to new coal-fields	3-6-00	0·14		
			13·68	
				1,178·06
SOUTH-EAST LINE—				
Main Line—				
Kalyan to Palasdhari (Karjat)	12-5-56	30·60		
Palasdhari to Khandala (Bhore Ghat)	14-5-63	13·20		
Khandala to Poona	14-6-58	42·01		
Poona to Diksal	15-12-58	64·25		
Diksal to Barsi Junction	23-10-59	50·60		
Barsi Junction to Mohol	21-1-60	28·32		
Mohol to Sholapur	6-6-60	20·51		
Sholapur to Gulbarga	1-2-70	70·29		
Gulbarga to Krishna	1-12-70	73·76		
Krishna to Raichur	1-5-71	15·31		
			408·85	
Branches—				
Manmad branch—				
Dhond to Ahmednagar	15-3-78	50·41		
Ahmednagar to Manmad	17-4-78	95·03		
			145·44	
Khopoli branch—				
Palasdhari to Khopoli	12-5-56	7·24	7·24	
				561·53
TOTAL OPEN MILEAGE, GREAT INDIAN PENINSULA RAILWAY PROPER	...	...	...	1,739·59
CARRIED OVER	...	...	...	1,739·59

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 / Sub-heads (*a*) to (*l*). **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) **Great Indian Peninsula railway** (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	1,739·59	
MIDLAND SECTION—					
Main line (including the Scindia State railway)—					
Bhopal to Jhansi	1-1-89	179·92			*Scindia State railway.
Jhansi to Gwalior	1-3-89	60·39			
Gwalior to Hetampur*	20-12-79	32·40			
Hetampur to Dholpur*	15-5-81	8·04			
Dholpur to Agra Cantonment*	10-1-78	36·05			
Junction with Agra-Delhi Chord railway at Agra to terminal point of Belanganj Goods Depôt.	27-2-06	1·75			
Centre of Agra Cantonment (mile 834·21) to junction point with Bombay, Baroda and Central India Railway near Idgah (Agra) (mile 835·56).	1-3-05	1·35	319·90		
Branches—					
Manikpur branch—					
Jhansi to Mau Ranipur	5-6-89	39·96			
Mau Ranipur to Banda	1-8-89	78·96			
Banda to Manikpur	15-2-89	61·37	180·29		
Cawnpore branch—					
Jhansi to Chaunrah	1-2-88	94·97			
Chaunrah to Cawnpore	1-4-86	40·93			
Initial point of Cawnpore-Banda railway at Juhi to junction point with District No. 6 near Great Indian Peninsula Railway fencing at Juhi.	1-4-15	0·50	136·40		
Moth quarry	26-7-07	2·78	2·78		
Bina to point of junction with Bina-Goona-Baran railway.	1-5-95	2·00			
Bhopal to point of junction with Bhopal-Ujjain railway.	11-11-95	0·18	2·18		
Bina-Saugor-Katni branch—					
Bina to Saugor	5-6-89	45·25			
Saugor to Damoh	26-3-98	47·83			
Damoh to Katni	1-1-99	67·87			
Katni Murwara to Junction with Bengal-Nagpur railway.	1-1-90	0·71			
Katni Murwara to Junction with East Indian railway	1-1-99	0·34			
Junction near east mouth of tunnel (mile 837·53) to East Indian railway down point of Agra city (mile 837·57).	3-2-13	0·04			
East Indian railway down point of Agra city (mile 837·57) to Junction with East Indian railway (mile 837·60).	3-2-13	0·03			
Ait to Kunch	7-12-03	8·50	162·07 8·50		
TOTAL OPEN MILEAGE, MIDLAND SECTION	...	...	...	812·12	
TOTAL OPEN MILEAGE, GREAT INDIAN PENINSULA RAILWAY.	...	...	...	2,551·71	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Itarsi-Nagpur branch—					
Amla to Pandhurna } Sanctioned on 8th June	...	38·80			
Pandhurna to Nagpur } 1908.	...	64·94	103·74		
Harbour Branch extension—overhead connection.					
Tank Bundur to Victoria Terminus (sanctioned on 6th March 1912).	...	2·12	2·12		
				105·86	
GRAND TOTAL	...	...	...	2,657·57	
QUADRUPLE LINE—					
Victoria Terminus to Curry Road	4-12-05	4·29			
Curry Road to Thana	4- 2-15	16·70			
Thana to Kalyan	17-3-16 1-3 17 31-3-17	1·59 6·00 2·39	30·37		
DOUBLE LINE—					
NORTH-EAST LINE—					
Main line—					
Thana to Kalyan	1-5-54	† 2·44			†Excluding the quadruple sections.
Kalyan to Vasind	22-10-66	16·14			
Vasind to Atgaon	20-2-67	9·65			
Atgaon to Kasara	25-4-67	15·94			
Kasara to Igatpuri	1-1-65	8·60			
Igatpuri to Kajgaon	10-1-69	130·54			
Kajgaon to Pachora	17-3-69	16·05			
Pachora to Maheji	27-5-69	9·14			
Maheji to Bhadli	6-3-73	27·59			
Bhadli to Bhusaval	6-6-73	7·84			
Bhusaval to Bhusaval Junction	1-7-92	0·80			
Bhusaval Junction to Khandwa (Abna Junction)	11-1-89	74·52			
Khandwa to Itarsi	16-10-05	110·42	429·62		
Carried over	...	...	429·62		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$ · **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . .	...	...	429·62		
DOUBLE LINE—*concld.*					
Bombay Harbour Branch—					
Reay Road Station to Kurla . . . . ,	2-12-10	6·19	6·19		
Mahim Chord—					
Ravali to Mahim	12-8-14	1·30	1·30		
SOUTH-EAST LINE—					
Main line—					
Kalyan to Palasdhari	25-7-70	30·61			
Palasdhari to Khandala } Bhore Ghat	14-5-63	13·20			
Khandala to Lonavla . } Bhore Ghat	14-6-58	2·35			
Lonavla to Karla	29-5-07	4·92			
Karla to Talegaon	8-1-08	13·51			
Talegaon to Shelarvadi	22-5-08	7·77			
Shelarvadi to Poona	13-5-08	13·46	*85·82		
Nagpur Branch—					
Bhusaval Junction to Nandgaon . . .	11-1-89	17·93			
Nandgaon to Shegaon	1-4-90	44·88			
Shegaon to Murtajapur	30-3-15	46·49			
Murtajapur to Badnera	9-11-15	25·50			
Badnera to Dhamangaon	25-1-17	28·76	163·56		
Midland section—					
Agra cantonment to new Junction with Agra-Delhi Chord railway near Raja-ki-Mandi.	3-2-13	2·70			
Old Junction with Agra-Delhi Chord railway near Raja-ki-Mandi (mile 837·19) to terminal point of Belanganj goods Depot (mile 838·07).	3-2-13	0·88			
Junction near east mouth of tunnel (mile 837·53) to East Indian railway down point of Agra city (mile 837·57).	3-2-13	0·04			
			3·62		
TOTAL DOUBLE LINE .	...	...	...	690·16	

Details of construction—

Permanent-way.—On the Great Indian Peninsula railway proper, the main line is laid with 100-lb. bull-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the Ghat sections, is laid with iron pots. On the Midland section, the whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 326·64 and the line from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 351·77 to Hamirpur Road is laid chiefly with 82-lb. bull-headed rails on cast iron pot sleepers. The main line between Bombay and Igatpuri and Kalyan and Lonavla is being relaid with 100-lb. bull-headed rails on wooden sleepers.

Ballast.—The line is ballasted with sand, gravel, laterite, kunkur or stone.

Fencing.—With the exception of the Mohpani, Chalisgaon-Dhulia, Jalgaon-Amalner and Warora-Balharshah branches, the Great Indian Peninsula railway proper is fully fenced. On the Midland section the main line is fenced throughout and the branches are partially fenced.

Curves.—The sharpest curve has a radius of 990 feet on the Bhore Ghat, between miles 75 and 76. The next sharpest curve has a radius of 1,056 on the Thull Ghat, between miles 78 and 79.

Gradients.—On the Great Indian Peninsula railway proper the ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasind and Asvali; the ruling gradient on the Ghat sections is 1 in 37. On the Midland section the ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhmau where it is 1 in 200.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 24th April 1903 (supplemental to the contract of 1900), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 4th August 1908 (supplemental to the contracts of 1900 and 1903), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to Debenture stock.

Dated the 1st August 1913 (supplemental to the contracts of 1900, 1903 and 1908), *between the Secretary of State and the Great Indian Peninsula Railway Company*, for working the Nerbudda colliery.

Dated the 3rd July 1914, (supplemental to the contracts of 1900, 1903, 1908 and 5th February* and 19th March† 1909), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

*See under Agra-Delhi Chord railway.
†See under Baran-Kotah railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads } (a) \text{ to } (l)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—

(i) *Land.*—Originally, *i.e.*, up to the 30th June 1900, was provided by the Government free of cost to the Company; that acquired thereafter is provided by the Government to the Company at the cost of capital.

(ii) *Government aid.*—Guarantee of interest at 3 per cent on the new capital of the Company.

(iii) *Distribution of profits.*—The working expenses of the whole undertaking are divided half-yearly between and attributed to the systems, in proportion to the gross receipts of each (the branch lines in Berar being treated as part of the Great Indian Peninsula Railway system).

From the gross receipts of each of the systems is deducted the share of its working expenses apportioned as aforesaid; and the gross earnings of each subsidiary line is charged with a share of the working expenses attributed to the system to which it belongs in the ratios which the gross receipts of such subsidiary lines bear to those of that system.

The net earnings of each year are applied :—

(1) in payment to the Secretary of State of the sum of Rs. 2,00,00,000;

(2) in repayment to the Secretary of State in rupees of all interest payable in respect of such year on all money raised after 30th June 1900 by the Company with the sanction of the Secretary of State for the purpose of the undertaking otherwise than by the issue of shares or capital stock, or provided by the Secretary of State after the same date.

Any surplus to be divided between the Government and the Company in the proportion of $\frac{19}{20}$ths to the former and $\frac{1}{20}$th to the latter. If the Company shall with the sanction of the Secretary of State increase its new capital and issue further shares or stock as fully paid up, the Company's share in such surplus as aforesaid shall thenceforth be increased by an additional fractional share bearing the same proportion to the original fractional share of $\frac{1}{20}$ as the additional capital of the Company shall bear to the authorised capital of £2,575,000, but so that the fractional share shall in no event exceed $\frac{1}{10}$.

(iv) *Rates and fares.*—Maximum and minimum rates and fares and classification of passengers and goods to be as authorised by the Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, high Government officials, and Government stores.—To be conveyed on the same general conditions as those in force on State railways, and at rates to be approved by the Government (not being less than the rates in force for similar services on State railways of the same gauge).

(*b*) Government bullion and coin, and the persons in charge thereof.—At special rates to be approved by the Government.

(vi) *Power of the Government to determine contract—*
(vii) *Power of the Company to surrender contract.—* } On the 30th June 1925 the Company are to give the Secretary of State possession of the undertaking, and the Secretary of State is to pay to the Company the amounts paid up, or credited as paid up, on all shares or stock then existing in the Company's new capital.

(viii) *Term of contract.*—25 years from 1st July 1900.

Statistics of working (Those for the periods prior to 1901 will be found in appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1901.	1,548·27	30,64,49,134	4,16,57,458	2,16,48,151	7·06	48,96,916	1,90,87,970	1,97,661*	—25,34,396	518	48·03
1902.	1,561·63	30,83,53,092	4,24,25,217	2,10,98,968	6·84	49,58,679	1,90,56,785	2,64,702	—31,81,198	523	50·19
1903.	1,561·63	31,08,53,055	4,68,61,534	2,38,12,514	7·66	50,67.701	1,90,28,730	3,79,633	—6,63,550	575	49·18
1904.	1,561·63	32,00,72,108	4,82,41,344	2,41,79,728	7·55	53,19,948	1,90,28,595	3,84,935	—5,53,750	592	49·88
1905.	1,561·63	32,65,20,022	5,22,33,877	2,70,20,162	8·28	57,50,859	1,90,28,535	5,28,413	+17,12,355	641	48·27
1906	1,561·63	33,57,64,972	5,05,23,479	2,53,01,900	7·54	61,23,516	1,90,28,535	4,46,777	—2,96,928	623	49·92
1907	1,561·63	35,22,04,887	5,28,77,202	2,49,15,559	7·07	61,14,699	1,90,28,340	4,28,268	—6,55,748	649	52·88
1908.	1,599·41	37,36,87,900	4,68,32,792	1,76,86,213	4·73	68,53,220	1,90,28,340	64,298	—82,59.645	563	62·24
1909.	1,599·53	37,28,51,484	5,27,26,707	2,23,43,894	6·08	72,63,545	1,90,28,340	...	—39,47,991	634	57·62
1910.	1,606·24	38,67,82,534	5,88,44,731	2,58,06.771	6·67	74,48,102	1,90,28,355	4,60,763	—11,30,449	705	56·14
1911.	2,420·40	52,81,05,122	7,21.04,393	3,21,75,319	6·09	1,32,37,381	1,90,21,899	2,11,031	—2,94,992	573	55·38
1912.	2,419·33	54.83,41,956	8,02,93,465	3,69,34,275	6·74	1,33,36,641	1,90,27.104	6,30,327	+39,40,203	638	54·00
1st qr. of 1913	2,418·41	55,97,86,972	2,35,95,346	1,07,43,557	1·92	34,21,681	47,56,635	3,08,487	+22,56,754	751	54·47
1913-14.	2,484·03	59,49,23,530	8,57,95,516	3,40,52,063	5·72	1,49,18,233	1,90,28,043	4,01,512	—2,95,725	664	60·31
1914-15.	2,499·64	62,57,62,657	7,71,55,244	2,86,15,825	4·57	1,35,09,055	1,42,26,985	63,799	+8,15,986	593	62·91
1915-16.	2,554·35	65,18,54,816	9,04,19,770	3,87,73,463	4·95	1,71,15,055	1,90,27,710	5,20,228	+21,10,470	681	57·12
1916-17	2,551·71	65,7 7,[illegible]	9,74,13,433	4.50,10,038	6 84	1,90,48,950	1,90,27,680	7,94,697	+81,38,711	784	53·79

* From 1st July 1900 to 31st December 1901.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Raja-ki-Mandi (Agra) to Kosi	3-12-04	56·66		
Kosi to Delhi Sadr	15-11-04	62·62		
Delhi Sadr to Delhi	1-3-05	0·43		
Loop line connecting Agra-Delhi Chord railway with Delhi-Umballa-Kalka and Southern Punjab railways.	15-10-11	0·22	119·93	
Branch—				
Kosi to Sanket	24-2-06	5·95	5·95	
TOTAL	...	...	...	125·88
DOUBLE LINE—				
Junction point near Raja-ki-Mandi to centre of Bilochpura station.	3-2-13	0·65		
Loop line connecting Agra-Delhi Chord railway with Delhi-Umballa-Kalka and Southern Punjab railways	15-10-11	0·22		
Catch point No. 9 at Bombay end of Delhi Sadr Yard to terminal point of Agra-Delhi Chord railway.	0-0-12	1·91	2·78	

Details of construction—

Permanent-way.—The main line is laid with 85-lb. bull-headed steel rails on 45-lb. cast-iron chairs spiked with 3 spikes to deodar sleepers, and the branch is laid with 75-lb. flat-footed steel rails, second hand, on dog-spiked deodar sleepers.

Ballast.—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

Fencing.—The line is fully fenced.

Curves.—The sharpest curve is of 950 feet radius.

Gradients.—The ruling gradient is 1 in 400, except between Raja-ki-Mandi Junction and Bilochpura (Agra) and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system, and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 5th February 1909, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the Agra-Delhi Chord railway as part of the Indian Midland railway system of the Company's undertaking.

Dated the 3rd July 1914 (supplemental to the contracts of 1900 and 1909) *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the adoption of the Government financial year for the preparation of Accounts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the absolute property of the Government, which provide all the funds chargeable to capital, and it is managed, maintained and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland Railway system of the Company's undertaking.

(iii) *Terms of working.*—The line is worked for the same proportion of the total working expenses of the undertaking, including this railaway, as the gross earnings of this railway bear to the gross earnings of the whole undertaking, provided that no proportion in excess of 20 per cent of the gross receipts paid to any Railway Administration to whom running powers may be granted over the Agra-Delhi Chord is debited in the General Working Expenses Account of the Company's undertaking, such excess, if any, being directly debited to the Revenue Account of the Agra-Delhi Chord railway as a separate charge against its receipts.

(iv) *Distribution of profits.*—The whole of the net earnings of the railway belong to the Government.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(vii) *Power of the Government to determine contract.*—

(viii) *Power of the Company to surrender contract.*—

(ix) *Term of contract.*—

} The contract is current from the day on which the line was opened throughout for traffic and is to continue in force until terminated, either by the Government or the Company, on the 30th September or 31st March by giving to the other party not less than twelve calendar months' notice.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads } (a) \text{ to } (l)}$ **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904 .	119·51	1,05,90,556	18,070	9,992	0·09	2,95,164	—2,85,172	22	44·70
1905 .	119·75	1,22,46,927	8,04,655	4,19,625	3·43	4,20,181	—556	140	47·85
1906 .	125·99	1,27,90,307	16,46,320	8,15,363	6·37	4,70,283	+3,45,080	254	50·47
1907 .	125·99	1,28,37,017	16,15,900	7,45,489	5·81	4,09,625	+3,35,864	247	53·87
1908 .	125·66	1,28,12,755	15,17,793	5,70,112	4·45	4,34,834	+1,35,278	232	62·44
1909 .	125·66	1,30,68,563	14,74,866	6,22,196	4·76	4,35,293	+1,86,903	226	57·81
1910 .	125·66	1,34,32,595	17,65,732	7,52,601	5·60	4,45,949	+3,06,652	270	57·38
1911 .	125·90	1,42,05,868	20,67,879	8,63,294	6·08	4,67,506	+3,95,788	316	58·25
1912 .	125·88	1,43,40,719	22,83,807	10,48,792	7·31	4,88,760	+5,60,032	349	54·08
1st qr. of 1913.	125·88	1,44,67,320	6,14,952	2,80,382	1·94	1,22,470	+1,57,912	376	54·41
1913-14 .	125·88	1,45,94,620	23,09,274	9,21,034	6·31	5,08,329	+4,12,705	353	60·12
1914-15 .	125·88	1,47,46,965	32,06,644	12,01,747	8·15	5,13,360	+,88,387	490	62·52
1915-16 .	125·88	1,47,56,191	28,84,016	12,39,144	8·40	5,12,249	+7,26,895	440	57·03
1916-17 .	125·88	1,47,96,695	30,47,574	14,10,278	9·53	4,87,091	+9,23,187	466	53·72

5 (*c*) Baran-Kotah railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Baran to Antah	20-2-07	13·58	
Antah to Kotah	1-5-09	26·71	
TOTAL .	...	...	40·29

Details of construction—

Permanent-way.—The permanent-way consists of 87-lb. flat-footed steel rails and Australian or sâl sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 1,809 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company,* as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 19th March 1909, *between the Secretary of State and the Great Indian Peninsula Railway Company,* as to the maintenance, management and working, by the Company, of the Baran-Kotah railway as part of the Indian Midland railway system of the Company's undertaking.

Dated the 3rd July 1914 (supplemental to the contracts of 1900 and 1909) *between the Secretary of State and the Great Indian Peninsula Railway Company,* as to the adoption of the Government financial year for the preparation of Accounts.

Main provisions of contracts—

As noted under 5 (*b*), Agra-Delhi Chord railway (5′ 6″ gauge), except that the charge for working expenses is not in any half-year to exceed 50 per cent of the entire gross receipts of the Baran-Kotah railway. (*Note.*—These terms had effect from the 1st July 1909, the date on which the Baran-Kotah railway was handed over to the Great Indian Pensinsula Railway Company for working, *vide* Railway Board's letter to the Engineer-in-Chief, Nagda-Muttra railway, No. 1022-R.T., dated the 7th June 1909. Prior to that date the charge was the same percentage as obtained for working the lines comprised in the Great Indian Peninsula railway undertaking, *vide* letter from the Agent, Great Indian Peninsula railway to the Secretary, Railway Board, No. 57-H.-5, dated the 15th April 1912.)

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*c*) Baran-Kotah railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1908 .	13·58	39,38,972	3,536	1,582	0·04	1,29,811	—1,28,229	10	55·26
1909 .	40·29	45,52,438	48,152	23,181	0·51	1,49,921	—1,26,740	23	51·86
1910 .	40·29	45,67,295	1,03,829	52,720	1·15	1,51,068	—98,348	50	49·22
1911 .	40·29	45,65,880	1,58,809	79,405	1·74	1,54,829	—75,424	76	50·00
1912 .	40·29	45,96,797	1,90,009	97,188	2·11	1,57,421	—60,233	91	48·85
1st qr. of 1913.	40·29	46,47,772	38,668	19,334	0·42	39,301	—19,967	7 4	50·00
1913-14 .	40·29	46,47,772	1,77,507	88,754	1·91	1,62,688	—73,934	85	50·00
1914-15 .	40·29	46,47,772	1,49,969	75,669	1·63	1,62,635	—86,966	72	49·54
1915-16 .	40·29	46,47,772	2,21,240	1,10,620	2·38	1,61,394	—50,774	106	50·00
1916-17 .	40·29	47,42,696	2,43,097	1,21,548	2·56	1,54,774	—33,226	116	50·00

5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Itarsi to Hoshangabad	1-6-82	10·89		
Hoshangabad to Bhopal	1 11-84	45·45		
			56·34	
Branch—				
Centre of Bhopal station to the joint boundary of the Bhopal-Itarsi and Indian Midland railways at Bhopal . .	11-11-95	0·14		
			0·14	
TOTAL ...	...	...	...	56·48

Details of construction—

Permanent-way.—The line is laid with the Indian Midland railway 80-lb. flat-footed steel rails on Indian Midland railway cast-iron pot sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

Agreements and contract—

Agreement, dated the 16th September 1880, *between the Government of India and Her Highness the Begum of Bhopal,* as to the construction, management, maintenance and working, by the Government, of the Bhopal-Itarsi railway.

Agreement, dated the 30th June 1887, *between the Government of India and Her Highness the Begum of Bhopal,* supplemental to, and modifying, the agreement of 1880.

Agreement, dated the 2nd December 1890, *between the Government of India and Her Highness the Begum of Bhopal,* supplemental to, and further modifying, the agreement of 1880.

Contract, dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company,* as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Main provisions of agreements and contract—

(i) *Land.*—Land within the Bhopal State was provided free of cost by the Durbar; that within British territory by the Government at the cost of capital.

(ii) *Government aid.*—The Government paid for the portion of the line in British territory, and a moiety of the cost of the bridge over the Nerbudda river; in all about Rupees 13,00,000: the Begum of Bhopal contributed Rupees 50,00,000 for the portion of the line in her dominions.

All additional capital is to be provided by the Government, which undertook to construct, maintain, manage and work the line by State or other agency. At present the line is worked by the Great Indian Peninsula Railway Company as part of its undertaking.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (l)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (d) Bhopal-Itarsi railway (5′ 6″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(iii) *Terms of working.*—For working and stocking the Bhopal-Itarsi railway the Great Indian Peninsula Railway Company receives a sum which bears the same proportion to the total working expenses of the Company's undertaking, including the Bhopal-Itarsi railway, as the gross earnings of the Bhopal-Itarsi railway bear to the gross earnings of the undertaking.

(iv) *Distribution of profits.*—The net earnings are divided in perpetuity between the Government and the Ruler of Bhopal in proportion to the capital contributed by each. In the event of the railway being worked at a loss, such loss is borne by the two parties in the same proportion.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

(vii) *Power of the Government to determine contract.*—

(viii) *Power of the Company to surrender contract.*—

(ix) *Term of contract.*—

} As noted under 5 (*a*), Great Indian Peninsula Railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1889 will be found in Appendix 38 to the Report for 1907.)—

	Bhopal-Itarsi (British section).									Bhopal-Itarsi (Native State section).						
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.* outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (12).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Miles.	Rs.	Rs.	Rs.		Rs.	
1889.	13·00	12,50,000	79,163	−5,422	...	50,000	−55,422	117	106·85	44·11	48,40,846	2,67,936	−18,351	...	117	106·85
1890.	13·00	12,85,077	87,765	−16,572	...	50,351	−66,923	130	118·88	44·11	50,00,000	2,97,049	−56,093	...	130	118·88
1891.	13·00	15,13,568	1,30,884	48,607	3·21	57,713	− 9,106	200	62·50	44·11	50,00,000	4,60,431	1,73,154	3·46	199	62·50
1892.	13·00	17,46,208	1,53,099	56,397	3·23	69,131	−12,734	226	63·16	44·11	50,00,000	4,47,797	1,65,883	3·32	195	62·96
1893.	13·11	20,25,058	1,69,162	52,038	2·57	78,429	−26,391	248	69·17	44·00	50,00,000	4,24,236	1,30,925	2·62	185	69·17
1894.	13·11	21,71,496	1,61,638	61,455	2·83	83,509	−22,054	237	61·98	44·00	50,00,000	3,80,217	1,44,607	2·89	166	61·97
1895.	13·11	22,47,963	1,42,658	46,114	2·05	89,323	−43,209	209	67·68	44·28	50,00,000	3,18,074	1,02,821	2·06	138	67·67
1896	13·11	22,71,877	1,63,688	62,744	2·76	90,107	−27,363	241	61·75	44·28	50,00,000	3,61,363	1,38,532	2·77	157	61·63
1897.	13·11	22,97,134	1,52,215	61,135	2·66	91,805	−30,670	223	59·84	44·28	50,00,000	3,31,379	1,33,096	2·66	144	59·84
1898.	13·11	23,24,365	1,93,364	79,435	3·42	92,477	−13,042	284	58·81	44·28	50,00,000	4,17,019	1,71,375	3·43	181	58·90
1899.	13·11	23,61,938	2,09,611	84,080	3·56	93,303	− 9,223	307	59·89	44.28	50,00,000	4,47,225	1,79,444	3·59	194	59·88
1900.	13·11	23,87,339	2,55,120	1,27,332	5·33	95,293	+32,039	375	50·12	44·28	50,00,000	5,35,369	2,67,288	5·35	234	50·06
1901.	13·11	25,46,891	2,92,861	1,44,235	5·66	98,989	+45,246	430	50·75	44·28	50,00,000	5,85,152	2,88,838	5·78	254	50·64
1902.	13·11	28,02,330	3,46,103	1,71,236	6·11	1,06,632	+64,604	508	51·51	44·28	50,00,000	6,37,038	3,16,683	6·33	278	49·74
1903.	13·11	30,92,697	3,77,177	1,91,441	6·19	1,17,285	+74,156	553	49·48	44·28	50,00,000	6,31,911	3,21,328	6·43	276	48·84
1904.	13·11	31,52,907	3,95,734	1,98,066	6·28	1,20,127	+77,939	583	50·14	44·28	50,00,000	6,43,742	3,22,374	6·45	279	49·91
1905.	13·11	31,76,934	3,25,637	1,67,305	5·27	1,23,241	+44,064	477	48·57	44·28	50,00,000	5,21,619	2,67,959	5·36	227	48·63
1906.	13·11	32,57,841	3,60,294	1,78,761	5·49	1,25,079	+53,682	531	50·37	44·28	50,00,000	5,66,833	2,81,376	5·63	246	50·36
1907.	13·11	33,98,742	4,83,589	2,27,071	6·68	1,04,145	+1,22,926	710	53·04	44·28	50,00,000	7,32,284	3,44,438	6·88	318	52·96
1908.	13·11	35,34,132	4,20,276	1,62,302	4·59	1,19,624	+42,678	630	62·19	44·28	50,00,000	6,11,033	2,31,222	4·62	265	62·16
1909.	13·11	36,27,495	4,68,717	1,98,456	5·47	1,20,102	+78,354	688	57·66	44·28	50,00,000	6,50,553	2,75,516	5·51	283	57·65
1910.	13·11	37,52,643	5,70,169	2,47,995	6·61	1,23,711	+1,24,284	836	56·50	44·28	50,00,000	7,66,302	3,33,839	6·68	333	56·44
1911.	12·13	38,28,934	5,58,428	2,50,159	6·53	1,28,262	+1,85,518	885	55·20	44·49	50,00,000	7,34,374	3,29,072	6·58	317	55·19
1912.	12·13	39,14,778	7,09,010	3,18,267	8·13	1,32,749	+1,91,897	1,124	55·11	44·49	50,00,000	9,09,768	4,08,687	8·17	393	55·08
1st qr. of 1913	12·13	39,41,321	2,12,459	96,869	2·46	33,398	+63,471	1,347	54·41	44·49	50,00,000	2,69,528	1,22,889	2·46	466	54·41
1913-14	12·13	40,23,467	7,05,991	2,78,970	6·93	1,38,967	+1,40,003	1,119	60·49	44·49	50,00,000	8,82,535	3,48,636	6·97	381	60·50
1914-15	12·13	40,69,706	5,38,468	2,01,763	4·96	1,41,598	+60,165	854	62·53	44·49	50,00,000	6,62,101	2,48,000	4·96	286	62·54
1915-16	12·13	40,84,392	6,58,689	2,80,302	6·86	1,41,576	+1,38,726	1,044	57·45	44·49	50,00,000	8,06,984	3,43,352	6·87	349	57·45
1916-17	12·02	40,94,554	7,87,907	3,65,281	8·92	1,34,805	+2,30,476	1,261	53·64	44·46	50,00,000	9,62,624	4,46,266	8·93	416	53·64

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (e) Bhopal-Ujjain railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bhopal to Ujjain	11-11-95	113·35	113·35

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 150.

Agreements and contract—

Agreement, dated the 4th August 1896 (called the principal contract), *between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company,* as to the maintenance, management and working, by the Company, of the Bhopal-Parbati section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Agreement, dated the 4th August 1896 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company,* as to the maintenance, management and working, by the Company, of the Parbati-Ujjain section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Contract, dated the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company,* as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Memorandum No. 2658-I. B., dated the 1st July 1902, *from the Government of India in the Foreign Department, to the Government of India in the Public Works Department,* intimating the acceptance by Her Highness the Begum of Bhopal of the provisions of clauses 28 and 29 of the contract of the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company,* in lieu of those of clause 15 of the agreement of the 4th August 1896, *between Her Highness' Government and the Indian Midland Railway Company,* as to the method of arriving at the working expenses of the Bhopal-Parbati section of the Bhopal-Ujjain railway.

Agreement, dated the 31st January 1911 (supplemental to the agreement of 1896), *between the Secretary of State and the Government of Her Highness the Begum of Bhopal,* as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1896.

Agreement, dated the 20th March 1911 (supplemental to the agreement of 1896), *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior,* as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1896.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Bhopal and Gwalior Durbars for the portions of the railway in their respective territories.

(ii) *Government aid.*—The Bhopal-Parbati section is owned by the Bhopal Durbar, and the Parbati-Ujjain section by the Gwalior Durbar, each of which provides the funds for additional works, alterations in existing works not of the nature of repairs, and expenses other than those due to ordinary wear and tear incidental to the use and working of the railway and works and the conveyance of traffic thereon. The line is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland Railway system of the Company's undertaking.

(iii) *Terms of working.*—For the Bhopal-Parbati section the charges against its gross receipts for working are as noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

For working the Parbati-Ujjain section the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross earnings of the section are also charged with rent for the use of the station and accommodation provided by the Bombay, Baroda and Central India railway at Ujjain Junction station, and with rent for the telegraph lines and instruments when not the property of the section.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*

5 (e) Bhopal-Ujjain railway (5′ 6″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(iv) *Distribution of profits.*—The net earnings of the Bhopal-Parbati section belong to the Bhopal Durbar; and those of the Parbati-Ujjain section, to the Gwalior Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(vii) *Power of the Government to determine agreements and contract.*—
(viii) *Powers of the Durbars to determine agreements.*—
} The agreements are terminable, on the expiry of ten years from the dates of opening of the respective sections throughout for all kinds of public traffic, on 12 months' notice in writing given by either party to the other on the 30th June or 31st December in any year.

(ix) *Term of agreements and contract.*—Ten years, or as noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge), whichever shall first fall in from the date of opening of the respective sections throughout for all kinds of public traffic.

Statistics of working—

	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895 .	113·52	69,69,331	1,958	979	0·01	...	50·00
1896 .	113·52	77,77,604	3,69,114	1,80,218	2·32	63	51·17
1897 .	113·52	75,36,180	3,72,337	1,84,660	2·45	63	50·40
1898 .	113·27	75,85,789	4,16,940	2,05,051	2·70	71	50·82
1899 .	113·27	76,54,290	5,82,341	2,77,911	3·63	99	52·28
1900 .	113·27	76,88,020	9,46,349	4,65,681	6·06	161	50·79
1901 .	113·27	77,61,569	5,45,956	2,62,044	3·38	93	52·00
1902 .	113·27	78,02,855	5,82,063	2,77,292	3·55	99	52·36
1903 .	113·27	78,11,402	4,44,766	2,14,841	2·75	76	49·85
1904 .	113·27	78,14,670	4,54,721	2,17,562	2·78	77	49·99
1905 .	113·27	78,35,712	6,08,240	2,96,639	3·79	102	51·23
1906 .	113·27	78,51,048	6,86,799	3,31,924	4·23	117	51·67
1907 .	113·27	78,58,669	7,81,578	3,74,678	4·77	133	52·06
1908 .	113·27	78,62,989	7,70,325	3,45,421	4·39	131	55·16
1909 .	113·27	78,72,658	8,23,957	3,82,457	4·86	148	53·58
1910 .	113·27	78,73,354	8,65,310	4,05,340	5·15	147	53·16
1911 .	113·27	78,77,088	9,59,356	4,55,954	5·79	163	52·47
1912 .	113·27	78,78,601	10,76,999	5,17,442	6·57	183	51·96
1st qr. of 1913.	113·27	78,79,281	2,47,615	1,17,202	1·49	168	52·67
1913-14	113·27	78,82,524	11,10,645	5,12,648	6·50	189	53·84
1914-15	113·27	78,79,430	9,76,407	4,27,881	5·43	166	56·18
1915-16	113·27	78,82,465	10,77,534	5,04,090	6·39	183	53·22
1916-17	113·35	78,87,205	12,49,263	6,01,113	7·62	212	51·88

5 (f) Bina-Goona-Baran railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
From the joint boundary of the Midland section of the Great Indian Peninsula and Bina-Goona-Baran railways, a point, 2·00 miles from the centre of Bina station, to Goona.	23-9-95	71·71	
From centre of Goona station (mile 216—3,402 feet) to end of Baran station (mile 290—2,850 feet).	15-5-99	73·90	
TOTAL ...	...	...	145·61

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5.}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (f) Bina-Goona-Baran railway (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The line is laid with 75-lb. flat-footed steel rails, 59·90 miles on deodar sleepers and 85·73 miles on transverse steel sleepers, State railway pattern.

Ballast.—The line is ballasted with broken stone and laterite.

Fencing.—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 125.

Agreements and contract—

Agreement, dated the 15th July 1896 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company,* as to the maintenance, management and working, by the Company, of the Bina-Goona section of the Bina-Goona-Baran railway as part of the Company's undertaking (with clause 13 thereof modified as to *maintenance of telegraphs* under the authority of the letter *from the Government of India to the Honourable the Agent to the Governor General for Central India,* No. 596 R. T., dated the 20th June 1899).

Agreement, dated the 20th February 1899 (called the principal contract), *between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company,* as to the maintenance, management and working, by the Company, of the Chabra-Baran section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Agreement, dated the 27th February 1899 (called the principal contract), *between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company,* as to the management, maintenance and working, by the Company, of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Agreement, dated the 12th May 1899 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company,* as to the maintenance, management and working, by the Company, of the Goona-Dharnaoda section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Contract, dated the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company,* as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Memorandum No. 3529 I. B., dated the 20th September 1901, *from the Government of India in the Foreign Department, to the Government of India in the Public Works Department,* intimating the acceptance by the Kotah and Tonk Durbars of the provisions of clauses 28 and 29 of the contract of the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company,* in lieu of those of the contracts of the 20th and 27th February 1899, *between the Kotah and Tonk Durbars and the Indian Midland Railway Company,* as to the method of arriving at the working expenses, respectively, of the Chabra-Baran and Dharnaoda-Chabra sections of the Bina-Goona-Baran railway.

Agreements, dated the $\frac{\text{16th March}}{\text{17th April}}$ $\frac{}{\text{29th June}}$ 1905, *between the Government of His Highness the Maharaja Scindia of Gwalior and the Government of His Highness the Nawab of Tonk,* as to the purchase, by the former from the latter, of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway.

Agreement, dated the 12th January 1911, *between the Secretary of State and the Government of His Highness the Maharao of Kotah,* supplemental to the agreement of the 20th February 1899, *between the Kotah Durbar and the Indian Midland Railway Company,* as to the substitution of "Secretary of State", for "Indian Midland Railway Company", as a party to the agreement of 1899.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior,* supplemental to the agreement of the 15th July 1896, *between the Gwalior Durbar and the Indian Midland Railway Company,* as to the substitution of "Secretary of State", for "Indian Midland Railway Company", as a party to the agreement of July 1896.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior,* supplemental to the agreement of the 12th May 1899 *between the Gwalior Durbar and the Indian Midland Railway Company,* as to the substitution of "Secretary of State," for "Indian Midland Railway Company", as a party to the agreement of 1899.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior,* supplemental to the agreement of the 27th February 1899, *between the Tonk Durbar and the Indian Midland Railway Company,* as to the substitution of "Secretary of State", for "Indian Midland Railway Company", as a party to the agreement of 1899.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—*concld.*

Agreements and contract—*concld.*

Memorandum No. 3002-I.B., dated the 30th August 1913, *from the Government of India in the Foreign Department, to the Government of India in the Railway Department*, intimating the acceptance by the Gwalior Durbar of the arrangement come to between the Tonk Durbar and the Great Indian Peninsula Railway Company in 1901, for the purpose of arriving at the working expenses of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the several Native States for the portions of the railway in their respective territories.

(ii) *Government aid.*—The Bina-Goona, Goona-Dharnaoda, and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar, each of which provides funds for additional works, alterations in existing works not of the nature of repairs, and expenses other than those due to ordinary wear and tear and incidental to the use and working of the railway and works and the conveyance of traffic thereon. The railway is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland railway system of the Company's undertaking.

(iii) *Terms of working.*—For working the Bina-Goona section, the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross receipts of the section are also charged with rent for works, etc., in sole and joint use at Bina junction as laid down in clause 10 of the agreement of the 15th July 1896, and with rent for telegraph lines and instruments when not the property of the railway.

For working the Goona-Dharnaoda section, the Great Indian Peninsula Railway Company retains out of its gross receipts a sum which bears the same proportion to the entire gross receipts of the section as the aggregate working expenses of the Indian Midland railway system as a whole (including the Goona-Dharnaoda section) bear to the gross receipts of that system, for each half-year, subject to a limit of 50 per cent of the gross earnings of the section.

For the Dharnaoda-Chabra and Chabra-Baran sections the Railway Company charges the same percentage of the entire gross receipts of those sections as the aggregate working expenses of the whole system of the Company bear to the gross receipts of that system.

(iv) *Distribution of profits.*—The net receipts of each section are paid over to the Durbar to which such section belongs.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof—

} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(vii) *Power of the Government to determine agreements.*—
(viii) *Power of the Durbars to determine agreements.*—
(ix) *Term of agreements.*—

} As noted under 5 (*e*), Bhopal-Ujjain railway (5′ 6″ gauge), except in the case of Chabra-Baran section where the Agreement, dated the 20th February 1899, is terminable on the 31st March or 30th September in any year on 12 months' notice being given in writing by either party to the other.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895	72·18	49,81,035	48,701	22,198	0·45	19	54·42
1896	72·18	54,16,074	91,140	36,821	0·68	24	59·60
1897	71·74	87,73,621	1,02,386	43,446	0·50	27	57·57
1898	71·74	97,66,068	1,30,004	58,040	0·59	35	55·36
1899	145·21	99,31,680	2,67,359	1,26,108	1·27	43	52·83
1900	145·21	1,00,21,605	4,34,847	2,20,490	2·20	57	49·29
1901	145·59	1,00,43,286	2,52,716	1,22,970	1·22	33	51·34
1902	145·63	99,14,442	2,38,825	1,12,945	1·14	32	52·71
1903	145·63	99,62,459	3,21,585	1,55,600	1·56	42	49·49
1904	145·63	99,87,016	3,91,886	1,90,897	1·91	52	51·28
1905	145·63	99,90,394	3,68,669	1,81,269	1·81	49	50·63
1906	145·63	99,94,053	4,90,644	2,41,081	2·41	65	50·72
1907	145·63	99,94,424	5,63,802	2,71,691	2·72	74	51·81
1908	145·63	99,96,263	4,13,370	1,88,397	1·88	55	54·42
1909	145·63	1,00,08,750	2,79,897	1,27,960	1·28	37	54·28
1910	145·61	1,00,13,493	3,28,511	1,53,287	1·53	43	53·34
1911	145·61	1,00,32,562	3,87,036	1,81,472	1·81	51	53·11
1912	145·61	1,00,34,004	5,24,546	2,50,969	2·50	69	52·16
1st qr. of 1913	145·61	1,00,34,292	1,56,630	75,070	0·75	83	52·07
1913-14	145·61		6,13,716	2,85,378	2·84	81	53·50
1914-15	145·61	1,00,50,037	4,46,962	1,92,056	1·91	59	57·03
1915-16	145·61	1,00,52,443	5,41,654	2,51,780	2·50	72	53·52
1916-17	145·61	1,00,53,452	5,76,179	2,72,316	2·71	76	52·74

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*

5 (*g*) Cawnpore-Banda railway (5′ 6″ gauge)—

This line was constructed and worked as a State line by the Oudh and Rohilkhand railway up to the 31st March 1915. Since then the maintenance, management and working of the line have been taken over by the Great Indian Peninsula Railway Company.

Progress in opening—

Sections of railway.	Date of opening	Miles.	Total.
1	2	3	4
Juhi to Hamirpur Road	21-4-13	32·87	
Hamirpur Road to Khirada	20-7-14	42·84	
TOTAL ...	...	...	75·71

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed British standard rails laid on steel trough sleepers.

Ballast.—The line is ballasted with sand. But stone or brick ballast has been provided at station yards and bridge approaches.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 2,292 feet.

Gradients.—The ruling gradient is 1 in 150.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 8th May 1914, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the Cawnpore-Banda railway, with effect from the 1st April 1915, as part of the Indian Midland railway system of the Company's undertaking.

Main provisions of contracts—

As noted under 5 (*b*), Agra-Delhi Chord railway (5′ 6″ gauge), except that the rolling-stock for the Cawnpore-Banda railway will be supplied by the Great Indian Peninsula railway in return for a payment of 5 per cent of the gross earnings of the Cawnpore-Banda railway, over and above the percentage paid by the Secretary of State, for the maintenance and working of that line. (India office letter No. 26 Railway, dated the 30th April 1915).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1913-14 .	33·37	69,34,118	Included with the Oudh and Rohilkhand railway.						
1914-15 .	76·27	78,34,564							
1915-16 .	75·71	78,91,973	4,05,258	1,60,136	2·03	2,72,926	—1,12,790	103	60·48
1916-17 .	75·71	79,21,177	3,68,286	1,50,691	1·90	2,60,632	—1,09,941	94	59·08

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*h*) Dhond-Baramati railway (2′ 6″ gauge)—

Date of registration of the Company.—1912.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dhond to Baramati	20-5-14	27·26	27·26

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid on pressed steel pea-pod sleepers.

Ballast.—The line is ballasted with stone and the banks with moorum.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 478·3 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

The line was constructed, and is being maintained and worked, by the Great Indian Peninsula Railway Company for the Dhond-Baramati Railway Company under the terms of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from (+), or share of surplus profits payable to, (—), the Great Indian Peninsula railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1914-15	27·26	11,81,373	50,233	27,628	2·34	+12,448	40,076	3·39	35	45·00
1915-16	27·26	11,61,931	68,289	37,559	3·23	+20,948	58,507	5·03	48	45·00
1916-17	27·26	11,60,314	78,246	43,035	3·71	+14,507	57,542	4·96	55	45·00

5 (*i*) Ellichpur-Yeotmal railway (2′ 6″ gauge)—

Date of registration of the Company.—1910.

This line was constructed by the Great Indian Peninsula Railway Company for a Branch Line Company called the Central Provinces Railways Company.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ellichpur to Murtajapur	1-12-13	47·65	
Murtajapur to Karanja	1-11-14	19·83	
Karanja to Yeotmal	30-9-15	50·18	
TOTAL OPEN MILEAGE .	...	...	117·66

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (l)}$ **GREAT INDIAN PENINSULA RAILWAY SYSTEM—***contd.*

5 (*i*) Ellichpur-Yeotmal railway (2′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid on pressed steel pea-pod sleepers.

Ballast.—The line is chiefly ballasted with sand. Banks at places are ballasted with moorum.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 637 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contract—

Dated the 27th March 1916, *between the Secretary of State and the Central Provinces Railways Company,* as to the construction, maintenance and working of the Ellichpur-Yeotmal railway.

Main provisions of contract—

(i) *Land.*—Land in British territory provided free of cost.

(ii) *Government aid.*—The Government shall allow to the Company, at the end of each year by way of rebate such a sum, not exceeding in any year the net earnings of the Great Indian Peninsula railway, from all traffic originating or terminating at stations of this railway, as shall together with the net earnings of the Company make up an amount equal to interest for the year at a rate of 5 per cent per annum on the paid up share capital of the Company. When the net earnings do not suffice to pay interest at 5 per cent, the Company shall be paid by the working agency out of the working expenses the sum of Rs. 9,000 for each year towards the office expenses and expenses of management and direction of the Company and also pay all such legal expenses as shall have been incurred by the Company and are debitable to Revenue.

(iii) *Terms of working.*—The line is managed, maintained, worked and supplied with rolling-stock for 45 per cent of its gross earnings.

(iv) *Distribution of profits.*—When the net earnings of the Company exceed the minimum amount sufficient to give a return of 5 per cent per annum such excess shall be applied towards the payment of office expenses, expenses of management and direction of the Company up to a limit of Rs. 15,000 and the balance, if any, shall be divided equally between Government and the Company.

(v) *Rates and fares.*—The working agency shall charge such rates and fares for the carriage of goods and passengers, as shall be agreed upon between the Secretary of State and the working agency, and adopt such classification of goods as shall be in force on the Great Indian Peninsula railway.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof—

} All business connected with the management and maintenance of the line and conducting the traffic thereon, including police and telegraphs and telegraphic appliances, shall in all respect, as far as practicable, be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the Great Indian Peninsula railway.

(vii) *Power of the Government to determine agreement.*—The Government may, by giving not less than twelve months' 'notice of purchase,' determine the contract on the 31st March 1945 or on the 31st March in the last year of any subsequent period of ten years.

If the contract is determined by 'notice of purchase,' the Government shall pay to the Company 25 times the amount of the average yearly net earnings (excluding payments on account of rebate) derived by the Company during the three years immediately preceding the time at which the contract shall be determined, subject to a limit of 20 per cent. in excess of, but not less than, the total capital expenditure of the Company.

The Government may also, by giving twelve months' 'notice of special purchase', determine the contract at any time in the following cases :—

(*a*) when it is considered desirable that the gauge of the railway should be altered ;

(*b*) when it is considered desirable to convert the railway into a line of through communication and

(*c*) when it is considered desirable to extend the railway (without altering the gauge or making the line part of a through route), and the Company is unable or unwilling to supply the necessary capital for such extension.

If the contract be determined by 'notice of special purchase', the Government to pay to the Company 25 times the average yearly net earnings (excluding payments on account of rebate) of the Company during the last preceding three years, or 115 per cent of the total capital expenditure of the Company, whichever may be the greater.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.* [*if not determined under* (vii)].—None specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (i) Ellichpur-Yeotmal railway (2′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits payable to (—), the Great Indian Peninsula railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1913-14 .	47·65	24,35,662	65,505	36,027	1·48	...	36,027	1·48	196	45·00
1914-15 .	67·48	62,43,618	2,86.101	1,57,356	2·52	...	1,57,356	2 52	82	45·00
1915-16 .	117·23	66,53,204	4,46,479	2,45,563	3·69	+4,402	2,49,965	3·76	73	45·00
1916-17 .	117·66	67,58 039	5.96.916	3,28,304	4·86	16,590	3,44,894	5·10	98	45·00

5 (j) Matheran Light railway (2′ 0″ gauge)—

Date of registration of the Company.—16th September 1908.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Neral to Matheran	22-3-07	12·61	12·61

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on half-round teak and other wood sleepers.

Ballast.—Broken stone.

Fencing.—Not fenced.

Curves.—The sharpest curve is of 60 feet radius.

Gradients.—The gradient is 1 in 20 compensated.

Local Government Order and agreement—

The Matheran Tramway order published under the Bombay Government, Public Works Department (Railway), Notification No. 34, dated the 28th July 1904, authorising the construction, maintenance and working of the line by the Promoter.

Further order published under the Bombay Government, Public Works Department (Railway), Notification No. 47, dated the 19th November 1907, and Letter No. 30, dated the 11th January 1908, from the Secretary to the Government of Bombay, Public Works Department (Railway Branch) to the Promoter, Matheran Light railway. } effecting certain amendments in the Matheran Tramway order of 1904.

Agreement, dated the 30th October 1909, *between the Matheran Steam Light Tramway Company and the Great Indian Peninsula Railway Company*, as to the control of traffic and working, by the latter, of the line.

Main provisions of Local Govrnment Order and Agreement—

(i) *Land.*—Government land was provided free of cost. Private land to be acquired by the Government at the expense of the Tramway Company.

(ii) *Government aid.*—The line is the property of the Matheran Steam Light Tramway Company, who provide all rolling-stock, locomotives, machinery and plant, and maintain the way and works; the working of traffic, train arrangements, and the keeping and auditing of the Revenue Accounts being under the control of the Great Indian Peninsula Railway Company.

(iii) *Terms of working.*—The gross receipts are treated as those of the Great Indian Peninsula Railway Company, which retains thereout the actual expenditure incurred by it, including the cost of stores consumed on the Matheran Light railway in the Traffic and Audit Departments, and for station and running staff, printing, stationery and all other expenses connected therewith, *plus* 5 per cent per annum as rent on the actual cost of new structures, machinery, plant and furniture, and 7½ per cent per annum for ballast, permanent-way, etc., including maintenance and renewal, for the sole use of the light railway with a certain proportion (based on the weight of local and interchanged traffic) of the annual rent, at the rates above noted, for new joint works, etc.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$ **. GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*concld.*

5 (*j*) Matheran Light railway (2′ 0″ gauge)—*concld.*

Main provisions of Local Government Order and agreement—*concld.*

(iv) *Distribution of profits.*—The net receipts are to be paid over to the Light Railway Company.

(v) *Rates and fares.*—To be within the maxima sanctioned in the Tramway Order, the rules, conditions, etc., in respect thereto being the same as obtain on the Great Indian Peninsula railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of the Railway Company to determine agreement.*—
(viii) *Power of the Tramway Company to determine agreement.*—
(ix) *Term of agreement.*— } The agreement is terminable on the 31st March or 30th September in any year on six months' notice by either party to the other.

Government may purchase the line as a going concern on the 1st January 1940, or at the expiration of any subsequent period of five years, for a sum representing the aggregate of 25 times the average of its net earnings for the three calendar years immediately preceding the date of purchase.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 .	12·61	10,11,300	17,529	—12,783	...	55	172·92
1908 .	12·61	10,55,007	53,410	8,456	0·80	117	84·17
1909 .	12·61	11,12,071	64,873	27,612	2·48	144	57·44
1910 .	12·61	11,34,119	55,951	13,513	1·19	123	75·85
1911 .	12·61	11,36,563	74,352	39,483	3·47	158	46·90
1912 .	12·61	11,38,245	78,089	36,634	3·25	163	53·09
1st qr. of 1913	12·61	11,38,720	19,401	3,843	0·34	118	80·19
1913-14 .	12·61	11,38,843	74,545	33,410	2·84	114	55·18
1914-15 .	12·61	11,38,848	84,325	27,558	2·42	129	67 32
1915-16 .	12·61	11,38,848	84,185	16,278	1·43	128	80·66
1916 17 .	12·61	11,41.805	86,664	26 495	2·32	132	69·43

5 (*k*) Pachora-Jamner railway (2′ 6″ gauge)—

Date of registration of the Company.—10th February 1915.

Sanction to the construction of this line by the Great Indian Peninsula Railway Administration, for the Pachora-Jamner Railway Company, was conveyed in Railway Board's Notification No. 64, dated the 17th March 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Pachora to Jamner (sanctioned on 17th March 1915)	...	34·62	34·62

5 (*l*) Pulgaon-Arvi railway (2′ 6″ gauge)—

Date of registration of the Company.—1914.

Sanction to the construction of this line by the Great Indian Peninsula Railway Company, for the Central Provinces Railway Company, was conveyed in Railway Board's Notification No. 248, dated the 30th September 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Pulgaon to Arvi (sanctioned on 30th September 1914)	...	21·75	21·75

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM.**

Chairman.—Colonel W. V. Constable, R.E.
Acting Secretary.—Percy A. Cory, Esq.
Offices.—91, York Street, Westminster, S.W.
Date of registration of the former guaranteed Company.—1853.

The former Madras Guaranteed Railway Company's contract having expired on the 31st December 1907 the lines owned by that Company were purchased by the Secretary of State for India, and on the 1st January 1908 the then existing Madras railway (with the exception of the Jalarpet-Mangalore section), together with the 3′ 3⅜″ gauge sections of the South Indian railway from Katpadi to Gudur and Pakala to Dharmavaram, was made over to the Southern Mahratta Railway Company for working, the enlarged Company being styled the Madras and Southern Mahratta Railway Company.

Lines comprised in the system—The Madras and Southern Mahratta railway system is made up of—

	Miles.
(*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)	1,047·61
(*b*) Kolar Gold-fields railway (5′ 6″ gauge)	9·88
(*c*) Tenali-Repalle railway (5′ 6″ gauge)	21·50
(*d*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)	1,519·60
(*e*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)	51·80
(*f*) Birur-Shimoga railway (3′ 3⅜″ gauge)	37·92
(*g*) Dhone-Kurnool railway (3′ 3⅜″ gauge)	32·00
(*h*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)	51·35
(*i*) Kolhapur State railway (3′ 3⅜″ gauge)	29·27
(*j*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)	15·80
(*k*) Mysore-section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)	296·28
(*l*) Sangli State railway (3′ 3⅜″ gauge)	4·90
(*m*) West of India Portuguese railway (3′ 3⅜″ gauge)	51·10
Total	3,169·01

Running powers—

Foreign lines over home line—		
Bengal-Nagpur railway, Waltair to Vizagapatam (including the wharf and swamp lines)	for passenger	4·97
Nizam's Guaranteed State railway, outer signal at Bezwada to Bezwada station	and goods	0·89
South Indian railway, over whole or any part of the Madras-Bangalore section	trains.	219·00
Bangalore-Chik Ballapur Light railway, Yesvantpur to Yelahanka, with the help of a 3rd rail,		6·85
Total		231·71

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—

The Madras and Southern Mahratta 5′ 6″ gauge railway is defined to be the former Madras railway (with the exception of the Jalarpet-Mangalore section), and the southern section of the former East Coast railway (called the North-East line of the former Madras railway).

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
SOUTH-WEST LINE—					
Main line—					
Madras to Veyasarpaudy	7-4-73	2·16			
Veyasarpaudy to Walajah Road (Arcot)	1-7-56	63·22			
Walajah Road (Arcot) to Katpadi	7-5-57	14·96			
Katpadi to Gudiyattam	19-5-58	15·36			
Gudiyattam to Ambur	16-1-60	17·01			
Ambur to Vaniyambadi	1-2-60	9·98			
Vaniyambadi to Jalarpet	23-5-60	9·86			
			132·55		
Branches—					
Rayapuram branch—					
Veyasarpaudy to Rayapuram	1-7-56	2·16			
Rayapuram to Beach	22-1-00	1·03			
Washermenpet to Basin bridge	15-3-07	1·05			
			4·24		
Ranipet branch—					
Walajah Road (Arcot) to Ranipet	17-4-99	4·17			
			4·17		
Bangalore branch—					
Jalarpet Junction to Bangalore Cantonment	1-8-64	84·37			
Bangalore Cantonment to Bangalore City	1-7-82	3·05			
			87·42		
Carried over	...	...	...	228·38	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward ...	...	...	...	228·38	
NORTH-WEST LINE—					
Main line—					
Arkonam to Nagari.	4-3-61	17·27			
Nagari to Puttur	8-12-61	9·59			
Puttur to Renigunta	15-9-62	14·46			
Renigunta to Reddipalle.	1-10-64	38·02			
Reddipalle to Cuddapah.	1-9-65	39·59			
Cuddapah to Muddanuru	1-8-66	34·31			
Muddanuru to Tadpatri.	1-9-68	32·07			
Tadpatri to Gooty	1-8-69	29·72			
Gooty to the Tungabhadra river	12-12-70	75·33			
Tungabhadra to Raichur	15-3-71	17·92			
			308·28		
NORTH-EAST LINE—				308·28	
Basin bridge to Korukkupettai	15-3-07	0·85			
Washermenpet to Ennur	22-2-96	8·25			
Ennur to Gudur	23-2-99	75·25			
Gudur to Nellore	*1-11-88	23·75			* The date of opening of the original 3′ 3⅜″ gauge line which was converted to, and opened on, the 5′ 6″ gauge on the 1st November 1899.
Nellore to Kistna Canal	20-12-98	155·00			
Kistna Canal to Bezwada	15-7-97	3·06			
Bezwada to Kovvur	20-2-93	88·24			
Kovvur to Rajahmundry	6-8-00	4·69			
Rajahmundry to the Junction point near Waltair	15-7-93	119·80			
Simhachalam Junction point near Waltair station to Waltair.	15-7-93	4·25			
			483·14		
Branches—					
Samalkot Junction to Cocanada port branch .	15-7-93	9·75			
Waltair to end of branch near Vizagapatam station	15-7-93	2·18			
Guntur to Tenali	18-3-16	15·88	27·81	510·95	
TOTAL OPEN MILEAGE . .	...	...	...	1,047·61	
DOUBLE LINE—					
Washermenpet to Basin bridge	15-3-07	1·05			
Washermenpet to Veyasarpandy	14-9-01	1·02			
Madras to Veyasarpandy Junction . . .	7-4-73	2·16			
Veyasarpandy Junction to Perambur . . .	7-2-74	1·30			
Perambur to Avadi.	1-5-77	9·54			
Avadi to Tiruvallur.	20-7-77	12·89			
Tiruvallur to Arkonam	28-8-77	16·52			
Bengal-Nagpur railway north outer signal to north facing point at Waltair.	...	0·46			
TOTAL DOUBLE LINE .	...	...	44·94		

Details of construction—

Permanent-way.—The South-West down line, from Madras to mile 42½ and from mile 59½ to mile 134½, and up line, from Madras to mile 12 are laid with 75-lb. bull-headed steel rails on cast iron pots. The remainder of the South-West line, *i.e.*, from mile 42½ to mile 59½ and from mile 134½ to Bangalore, and portion of up line, from mile 12 to mile 29½, the North-East line, from Basin bridge to mile 41½, and the North-West line, from Arkonam to mile 231·84, are laid with 80-lb. bull-headed steel rails on cast iron pots, except 2 miles, from mile 96 to mile 98, on the North-West line which is laid with 76-lb. bull-headed rails. The South-West up line, from mile 29½ to Arkonam, and the North-West line, from mile 231·84 to Raichur, are laid with 75-lb. double-headed steel rails on cast iron pots. The remainder of the North-East line, from mile 41½ to mile 266½, is laid with 75-lb. flat-footed steel rails on timber sleepers, except a portion, between miles 207 and 221, which is laid on pot sleepers. From mile 266½ to mile 355½ the line is laid with 75-lb. flat-footed steel rails on pot sleepers, except between miles 339¾ and 343 which is laid on timber sleepers. The line between miles 355½ and 483 is laid with 75-lb. flat-footed steel rails on timber and steel trough sleepers. The timber sleepers are being gradually renewed by steel trough sleepers.

The Wallajah Road-Ranipet branch is laid with 75-lb. double-headed steel rails on cast iron pots, except for short lengths of 84-lb. and 65-lb. double-headed iron rails on timber sleepers.

The Cocanada, Vizagapatam and Guntur-Tenali branches are laid with 75-lb. flat-footed steel rails on timber sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the latter.

Fencing.—The North-West and South-West lines are fenced throughout and the North-East line only in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 700 feet radius.

Gradients—The ruling gradient between Madras and Jalarpet is 1 in 159; between Jalarpet and Bangalore, 1 in 80 (except at Kuppam Ghat where it is 1 in 68 and between Bangalore cantonment and Bangalore city there is a gradient of 1 in 78); between Walajah Road and Ranipet, 1 in 150; between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 60); between Madras and Bezwada, 1 in 200; and between Bezwada and Waltair, 1 in 150.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*contd.*

Contracts—

Dated the 1st June 1882 (called the original contract), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction and working of a system of railways in the South Mahratta country to be called the Southern Mahratta railway.

Dated the 28th October 1885 (supplemental to that of 1882), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction and working of the West Deccan railway.

Dated the 31st August 1887 (supplemental to those of 1882 and 1885), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

Dated the 31st August 1887 (supplemental to those of 1882, 1885 and 1887), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction, maintenance and working of the Mysore State railway.

Dated the 27th February 1889 (supplemental to those of 1882, 1885 and 1887), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the completion and working of the Bellary-Kistna railway.

Dated the 21st August 1898 (supplemental to those of 1882, 1885, 1887 and 1889), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the working of the British section of the Guntakal-Yesvantpur railway.

Dated the 8th April 1903 (supplemental to those of 1882, 1885, the secondly mentioned contract of 1887, and that of 1889), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contracts subject to the variations and modifications thereof as therein set forth.

Dated the 16th March 1911, *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, supplemental to, and in amendment of certain particulars in, that of 1908.

Despatch from the Secretary of State, No. 66 Railway, dated the 9th August 1912, in regard to the issue of further capital by the Company.

Dated the 11th February 1914 (supplemental to that of 1908), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, in regard to the issue of debentures and debenture stock.

Dated the 20th May 1914 (supplemental to the contracts of 1882, 1885, 1887, 1889, 1898, 1903, 1908 and 1911), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

Dated the 12th August 1914 (supplemental to the contracts of 1882, 1885, 1887, 1889, 1898, 1903 1908, 1911 and 20th May 1914), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the construction, maintenance and working of the Guntur-Tenali section of the Guntur-Repalle railway as part of the undertaking of the Company.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—(*a*) Interest in sterling is guaranteed at 3½ per cent per annum on the nominal amount of capital stock, for the time being, of the Company, and is payable half-yearly by the Secretary of State, the Government being entitled to retain out of the Company's share of surplus profits for the year the rupee-equivalent of this interest. If the Company's share for the year be less than the guaranteed interest, the deficiency is not to be made good out of the Company's share of a subsequent year.

(*b*) Moneys for capital expenditure are provided at the Secretary of State's option, either by advances made by him, or by the issue of debentures or debenture stock or further capital stock of the Company : such issues can only be made with the Secretary of State's approval

(*c*) Debentures falling due are discharged by advances made by the Secretary of State.

[NOTE.—The advances made by the Secretary of State under (*b*) and (*c*) above are, until repaid treated as further capital contributed by him. All moneys raised by the Company on debentures or debenture stock or capital stock are applied, in the first place, to the repayment of these advances.]

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(*d*) Interest due on debentures or debenture stock is paid in sterling by the Secretary of State.

[NOTE.—The rupee-equivalent of this interest is repaid to the Secretary of State out of the net earnings of each half-year.]

(iii) *Distribution of profits.*—After deducting, from the gross earnings of the Company's and State lines for the half-year, the working expenses (which include the contributions made under the rules to the Provident Fund and the haulage payable to the South Indian railway), the net earnings are applied :—

(*a*) in payment of rebate to the South Indian railway and to the Bezwada-Masulipatam railway, if any [see parenthetical note under (*c*) below] ;

(*b*) in repayment to the Secretary of State of the interest paid on debentures [see (ii) (*d*) above]. But the undertaking is to be credited half-yearly with a sum equal to the guaranteed interest paid on the average amount, if any, held by the Secretary of State during the half-year, of the unexpended balances of issues of capital made for the purposes of the undertaking ; and,

(*c*) the surplus is divided between the Secretary of State and the Company in proportion to the respective shares in which the capital, for the time being, (excluding debenture capital) has been contributed by them. The Secretary of State's capital is taken at a sum of £ 11¼ millions, to which is added the amount up to date of his advances; and the Company's capital at £5 millions, the amount for the time being of their share capital.

[NOTE.—25 per cent of the gross earnings derived by the Madras-Bangalore section from traffic carried over that section in South Indian railway trains is payable as haulage to the South Indian railway. In addition, the South Indian railway receives a rebate of 25 per cent of the gross earnings derived by the Madras-Bangalore section from the traffic interchanged between that section and the Jalarpet-Mangalore section, *viâ* Jalarpet.

The terms of the rebate payable to the Bezwada-Masulipatam railway are given under sub-head 6 (*e*), Bezwada-Masulipatam railway (3′ 3⅜″ gauge).]

(iv) *Rates and fares.*—Maxima and minima for each class and description of passengers and goods are fixed by the Government, who also prescribe the several classes and descriptions. If the Government require the Company to reduce the rates for salt below those in force on the 28th June 1908, the Company are to be compensated for any loss ensuing.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} To be conveyed on the same general conditions and at the rates in force on State railways of similar gauge.

(vi) *Power of the Government to determine contract.*—The railway and all its appurtenances are absolutely the property of the Government, which may determine the contract on the 31st December 1937, or on the 31st December in any succeeding fifth year reckoning from that date, by giving to the Company in London not less than twelve months' previous notice. Upon the termination of the contract the Company are to give the Government the possession of the railway; and the Government are to pay the Company a sum equal to the nominal amount of its share capital, *viz.*, £5,000,000, and of any additional paid up capital stock that may have been issued for the purpose of the Company's and State lines.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract.*—The contract is determinable only as noted under (vi) above.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses o earnings. t
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908 . . .	1,031·73	16,69,79,297	1,64,22,663	44,96,942	2·69	306	72·62
1909	1,031·73	17,06,51,720	1,79,33,335	72,97,315	4·28	334	59·31
1910	1,031·73	17,37,06,686	1,88,12.095	80,93,571	4·66	351	56·98
1911	1,031·73	17,73,67,663	1,96,36,910	89,15,549	5·03	366	54·60
1912	1,031·73	17,80,88,139	2,16,88,462	1,03,95,264	5·84	404	52·07
1st qr. of 1913 . .	1,031·73	17,97,20,709	59,13,814	32,68,211	1·82	441	44·74
1913-14 . . .	1,031·73	18,26,82,343	2,26,70,849	1,04,31,713	5·71	423	53·99
1914-15 . . .	1,031·73	18,59,51,863	2,33,73,105	1,10,00,466	5·92	436	52·94
1915-16 . . .	1,047·59	18,63,26,872	2,58,28,354	1,26,37,710	6·78	481	51·07
1916-17 . . .	1,047·61	18,80,59,395	2,98,17,094	1,50,86,189	8·02	547	49·40

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$ **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*b*) Kolar Gold-fields railway (5′ 6″ gauge)—

The railway was constructed by the Mysore Durbar in order to provide facilities for the gold-fields.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bowringpet to Marikuppam	1-6-94	9·88	9·88

Details of construction—

Permanent-way.—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 66.

Agreement and contract—

Agreement, dated the 1st July 1902, *between the Mysore Government and the former Madras Railway Company*, as to working and maintenance with effect from 1st January 1901.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of their own undertaking.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Maintenance and working expenses are calculated at the same proportion of the gross earnings of the Branch as obtains on the Company's system, as a whole, including the Branch. But in the case of accident or damage caused by extraordinary casualty, *e.g.*, by floods, each party bears its own cost of repairs, such cost being eliminated from the Company's revenue account before the percentage of working expenses referred to above is arrived at. The Company works the Branch for the maintenance and working expenses as above, *plus* cost of new minor works and 5 per cent of the gross earnings of the Branch for the use of rolling-stock, *plus* the amount due by the Branch for use of the joint station at Bowringpet. In addition the Company receives $\frac{1}{20}$th of the balance which remains after payment of interest on the capital expenditure of the Branch incurred after the 31st December 1907. Besides the "ordinary" contribution to the Provident Fund, the Branch is liable, when it earns more than 4 per cent on its capital outlay, for a further contribution amounting to the difference between the "ordinary" contribution and 1 per cent of its net receipts.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Bullion and coin.— } The same as from time to time obtain on the Company's lines.

(vii) *Power of the Government to determine agreement.*—Nil.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Durbar to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December of any year.

(x) *Power of the Durbar to determine contract.*—Nil.

(xi) *Power of the Company to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December in any year; and also to withdraw from the agreement if sanction be accorded to the construction of a competing line to the gold-fields.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*b*) Kolar Gold-fields railway (5′ 6″ gauge)—*concld.*

Main provisions of agreement and contract—*concld.*

(xii) *Power of the Company to surrender contract.*—Nil.

(xiii) *Term of agreement.*—Not specified.

(xiv) *Term of contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	9·88	12,02,068	2,11,153	55,749	4·64	411	73·60
1908 . . .	9·88	12,07,860	1,98,191	51,095	4·23	386	74·22
1909 . . .	9·88	12,09,189	1,59,004	52,739	4·36	309	66·83
1910 . . .	9·88	12,06,368	1,55,747	54,733	4·54	303	64·86
1911 . . .	9·88	12,06,678	1,74,398	63,927	5·30	339	63·34
1912 . . .	9 88	12,06,635	1,53,344	58,791	4·87	298	61·66
1st qr. of 1913	9·88	12,06,635	45,990	20,664	1·71	358	55·07
1913-14 . .	9·88	12,08,566	1,73,840	65,189	5·39	338	62·50
1914-15 . .	9·88	12,09,832	1,77,599	66,006	5·46	346	62·83
1915-16 . .	9·88	12,09,192	1,71,811	70,145	5·80	334	59·17
1916-17 . .	9·88	12,09,193	1,69,802	71,833	5·94	331	57·70

6 (*c*) Tenali-Repalle railway (5′ 6″ gauge)—

The construction of this line by the Madras and Southern Mahratta Railway Company, at the cost of the District Board of Guntur, was sanctioned in Railway Board's Notification No. 110, dated the 9th April 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tenali to Repalli	18-3-16	21·50	21·50

Details of construction—

Permanent-way.—The line is laid with 75-lb. flat-footed British Standard steel rails on timber sleepers.

Ballast.—The line is ballasted with sand.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve has a radius of 1,432 feet.

Gradients.—The ruling gradient is 1 in 150.

Contract—
Main provisions of contract— } The line is being worked under the terms of a contract which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1915-16	21·09	12,14,651	3,169	1,585	0·13	75	50·00
1916-17	21·50	14,24,906	1,06,811	53,405	3·75	96	50·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*d*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—

The Madras and Southern Mahratta 3′ 3⅜″ gauge railway is the former Southern Mahratta railway in amalgamation with the sections (Pakala to Dharmavaram and Katpadi to Gudur) of the South Indian railway taken over, and the lines formerly known as the Bellary-Rayadrug, Hospet-Kottur and Guntakal-Mysore Frontier railways.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Frontier to Castle Rock	3-2-88	3·63			
Castle Rock to Deuli	15-6-87	2·75			
Deuli to Dharwar	24-1-87	56·00			
Dharwar to Hospet	1-7-85	101·25			
Hospet to Bellary	24-3-84	40·51			
Bellary to Guntakal*	16-5-87	29·99			
Guntakal to Nandyal	11-7-87	90·25			* This section, which was opened throughout in 1871 as a 5′ 6″ gauge branch of the former Madras railway, was made over to the former Southern Mahratta Railway Company on 1st February 1887 and converted to 3′ 3⅜″ gauge on the 16th May 1887.
Nandyal to Cumbum	15-6-90	63·18			
Cumbum to Tadepalli	3-10-89	122·41			
Tadepalli to Bezwada	...	2·97			
			512·94		
Branches—					
Harihar branch—					
Hubli to Harihar	18-10-86	81·00			
			81·00		
Bijapur branch—					
Gadag to Hotgi	1-8-84	173·08			
			173·08		
Poona branch—					
Londa to Belgaum	21-3-87	31·80			
Belgaum to Miraj	22-12-87	85·88			
Miraj to Koregaon	2-5-87	76·00			
Koregaon to Ghorpuri	18-11-86	83·07			
Ghorpuri to Poona	4-10-90	0·91			
			277·66		
Guntakal-Mysore Frontier branch—					
Guntakal to Dharmavaram	1-3-92	62·95			
Dharmavaram to Hindupur	23-4-93	49·28			
Hindupur to Mysore Frontier	17-7-93	7·27			
			119·50		
Bellary-Rayadrug branch—					
Bellary to Rayadrug	1-7-05	33·35			
			33·35		
Hospet-Kottur branch—					
Hospet to Kottur	1-4-05	43·06			
Ramandrug to Ramanamalai	1-12-06	4·97			
Nagalapuram to Fortwall	24-5-09	2·84			
Fortwall to Kanivihalli	1-10-10	6·79			
			57·66		
Katpadi-Dharmavaram branch—					
Katpadi to Pakala	18-3-91	39·48			
Pakala to Vayalpad	1-1-92	46·69			
Vayalpad to Dharmavaram	20-3-92	94·14			
			180·31		
Pakala-Gudur branch—					
Pakala to Tirupati West	18-3-91	25·05			
Tirupati West to Gudur	15-9-87	59·05			
			84·10		
GRAND TOTAL	...	...	...	1,519·60	

Details of construction—

Permanent-way.—The rails in use are of 41¼-lb., 50-lb., 60-lb., and 62-lb., flat-footed steel. The sleepers are teak, sal, jamba, pine and Australian eucalyptus and steel trough.

Ballast.—The line is ballasted with stone, gravel, sand and moorum.

Fencing.—The lines from Hospet to Kottur and Bellary to Rayadrug are unfenced, those from Pakala to Dharmavaram and Katpadi to Gudur are fenced only at stations, and the rest are partially fenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 100, except on the Braganza Ghats (between miles 0 and 3 on the main line) and between Ramandrug and Kanivihalli, where the gradient is 1 in 40, and on the sections between Hospet and Kottur and Bellary and Rayadrug, where it is 1 in 60.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*d*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—*concld.*

Contracts—

This line forms part of the Madras and Southern Mahratta projected railway within the meaning of the original contract of the 1st June 1882, as supplemented by the principal contract of the 26th June 1908, the main provisions of which are stated under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working—

INCLUDES THE MADRAS AND SOUTHERN MAHRATTA RAILWAY (5′ 6″ GAUGE), 6 (*a*).

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Percentage of Company's share of net earnings (surplus profits *plus* guaranteed interest on share capital) on Company's capital.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	
1908	2,542·85	29,65,72,872	2,82,50,979	97,96,440	3·30	85,17,070	59,81,910	5,84,312	4·28	—52,86,852	214	65·32
1909	2,545·74	30,21,58,743	2,97,72,171	1,19,36,693	3·95	91,55,944	73,25,715	5,58,508	4·24	—51,03,474	225	59·91
1910	2,552·53	30,63,87,664	3,11,30,143	1,30,92,155	4·27	92,69,791	73,25,715	8,19,124	4·59	—43,22,475	235	57·94
1911	2,552·53	31,14,03,239	3,28,29,664	1,41,77,381	4·55	94,61,902	73,25,730	11,05,276	4·97	—37,15,527	247	56·82
1912	2,552·53	31,27,38,275	3,53,32,019	1,61,26,469	5·16	96,17,034	73,25,715	16,44,270	5·69	—24,60,550	266	54·36
1st qr. of 1913.	2,552·53	31,57,83,052	96,56,648	49,61,725	1·57	24,13,007	18,31,425	7,05,909	1·82	+11,384	291	48·62
1913-14	2,552·53	32,04,96,530	3,72,78,171	1,64,35,282	5·13	1,08,91,877	73,25,715	17,59,306	5·85	—35,41,666	281	55·91
1914-15	2,551·33	32,38,92,264	3,73,07,039	1,63,30,824	5·04	1,18,13,624	73,25,715	16,73,507	5·73	—44,82,022	281	56·23
1915-16	2,567·19	32,41,57,972	4,15,37,815	1,96,99,991	6·08	1,10,67,739	73,25,715	26,90,003	7·09	—13,83,466	313	52·57
1916-17	2,567·21	32,61,13,857	4,64,06,975	2,27,72,156	6·98	1,08,72,280	73,25,715	*35,72,932	8·26	+10,01,179	348	50·93

* This sum represents the Company's share of surplus net earnings for the year 1916-17 *minus* the guaranteed interest for the year on the Company's stock capital of £5,000,000. The surplus net earnings for the year 1916-17 were divided between Government and the Company in the proportion of £11,250,000 to £5,000,000 which works out to a ratio of 9 : 4.

6 (*e*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bezwada to Masulipatam	4-2-08	49·47	
Masulipatam to Masulipatam Port (Tidal Lock)	1-1-09	2·33	
TOTAL	...	...	51·80

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on teak sleepers.
Ballast.—The line is ballasted 41 miles with stone and the remainder with sand.
Fencing.—The station yards only are fenced.
Curves.—The radius of the sharpest curve is 717 feet between Masulipatam and Tidal Lock.
Gradients.—The ruling gradient is 1 in 200.

Agreement and contract—

Agreement, dated the 4th February 1908, *between the District Board of Kistna and the Madras and Southern Mahratta Railway Company*, as to maintenance and working, having effect from the 4th February 1908, the date of opening of the Branch.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Government free of cost.
(ii) *Government aid.*—
(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
The line (which is the property of the District Board of Kistna) is maintained and worked as an integral part of the Company's system by the Madras and Southern Mahratta Railway Company, who provides the rolling-stock and other appliances, etc., necessary thereunto.

For these services the Company is to receive half-yearly 45 per cent of the gross earnings of the Branch the balance, after meeting the cost of new minor works, being handed over to the District Board.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*e*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement and contract—*concld.*

By way of rebate the Company is to pay to the District Board, in respect of and at the end of each year, such a sum not exceeding in any year 10 per cent of the share attributable to the Company's system of the gross earnings from traffic (except stores) interchanged between the Company's system and the Branch railway as shall, together with the net earnings of the Branch for such year, make up an amount equal to interest for the year at the rate of 3½ per cent on the actual expenditure charged in its capital account.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.—
} The same as from time to time obtain on the Madras and Southern Mahratta railway.

(vii) *Power of the Government to determine agreement.*—The Government may purchase the Branch line at the expiry of 30 years, or at subsequent periods of 10 years, on twelve months' notice given, at a price 25 times the yearly average net earnings (excluding rebate payments) of three years preceding the purchase, subject to a maximum price of 120 and a minimum of 100 per cent of cost price on a rupee basis.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Kistna District Board to determine agreement.*—
(x) *Power of the Kistna District Board to determine contract.*—
} Nil.

(xi) *Power of the Company to determine agreement.*—
(xii) *Power of the Company to surrender contract.*—
} Nil.

(xiii) *Term of agreement* [*if not determined under* (vii)].—Not specified.

(xiv) *Term of contract* [*if not determined under* (viii)].—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs!	
1908	49·47	20,02,813	2,72,333	1,49,783	7·48	117	45·00
1909	51·80	21,24,465	3,29,527	1,80,804	8·51	122	45·13
1910	51·80	21,56,748	3,07,417	1,66,821	7·73	114	45·73
1911	51·80	21,82,641	2,89,551	1,57,954	7·24	107	45·45
1912	51·80	21,98,743	3,31,267	1,81,732	8·27	123	45·14
1st qr. of 1913 . . .	51·80	21,99,608	94,771	52,124	2·37	141	45·00
1913-14	51·80	22,04,271	3,53,514	1,94,187	8·81	131	45·07
1914-15	51·80	22,03,935	4,06,330	2,23,174	10·13	151	45·08
1915-16	51·80	22,08,193	4,18,796	2,29,699	10·40	155	45·15
1916-17	51·80	22,15,270	3,82,727	2,09,320	9·45	142	45·31

6 (*f*) Birur-Shimoga railway (3′ 3⅜″ gauge)—

Progress in opening—

of ralway.	Date of opening.	Miles.	Total.
1	2	3	4
Birur to Shimoga	1-12-99	37·92	37·92

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on Mysore teak sleepers The Bhadra bridge is laid with 50-lb. flat-footed steel rails.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 89.

Agreement and contract—

Agreement, dated the 2nd December 1899, *between the Government of His Highnes the Maharaja of Mysore and the former Southern Mahratta Railway Company*, as to maintenance and working the Shimoga railway, with effect from 1st December 1899, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company.*

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

6 (*f*) Birur-Shimoga railway (3′ 3⅜″ gauge)—*concld.*

Agreement and contract—*concld.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of its own undertaking.

(iii) *Terms of working.*— } (iv) *Distribution of profits.*— } Maintenance and working expenses are calculated at the same proportion of the gross earnings of the Shimoga railway as (excluding the cost of new minor works attributable to the Mysore State lines and debitable direct to each of those railways to which the works pertain) obtains on the Company's system as a whole, *plus* 5 per cent of the gross earnings of the Shimoga railway for the use of the Company's rolling-stock with effect from 1st July 1908, *plus* the cost of new minor works, in each half-year. And in addition thereto the Company is, as from the 1st July 1908, entitled to $\frac{1}{10}$th of the surplus of the net earnings of the Shimoga railway, after payment thereout of the interest payable on any capital expenditure incurred in respect of that line after the 31st December 1907. The residue is to be paid by the Company to the Durbar.

(v) *Rates and fares.*— } (vi) *Special obligations as to the conveyance of*— (*a*) Mails, troops, police, high Government officials and Government stores.— (*b*) Government bullion and coin.— } The same rates as from time to time obtain on the Madras and Southern Mahratta railway. Except when specially sanctioned by the Government, no terminal charge is to exceed 3 pies per maund leviable only at stations of origin and destination.

(vii) *Power of the Government to determine agreement.*—If not determined by the Durbar or the Company sooner, *vide* (ix) and (xi), then the agreement terminates simultaneously with the principal contract between the Secretary of State and the Company, dated the 26th June 1908.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Durbar to determine agreement.*—The Durbar may determine the agreement on the 1st January or 1st July in any year after the year 1904 on 12 months' notice given.

(x) *Power of the Durbar to determine contract.*—Nil.

(xi) *Power of the Company to determine agreement.*—As noted under (ix).

(xii) *Power of the Company to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(xiii) *Term of agreement.*—As noted under (vii).

(xiv) *Term of contract.*—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	37·92	23,94,973	1,36,926	57,150	2·39	69	58·26
1908	} Included with the Mysore section (Madras and Southern Mahratta), 6 (*k*).						
1909							
1910							
1911							
1912							
1st qr. of 1913							
1913-14							
1914-15							
1915-16							
1916-17							

APPENDIX I—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*g*) Dhone-Kurnool railway (3' 3⅜" gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dronachellam to Kurnool	1-1-09	32·00	32·00

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. second-hand flat-footed steel rails and old pattern second-hand steel sleepers.

Ballast.—The ballast consists of sand throughout.

Fencing.—The station yards only have been fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 15th September 1911, *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to maintenance and working with effect from 1st January 1909.

Main provisions of agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*— } The line was constructed by the agency of the Madras and Southern Mahratta
(iii) *Terms of working.*— } Railway Company from funds supplied by the Government, whose property it absolutely is and who will provide any land and all moneys that may, at any time, be required for the purposes of capital expenditure on the Dhone-Kurnool railway. Subject to the general control of Government in every respect, the line is maintained, stocked and worked by the Company, for and on behalf of the State, on the following terms and conditions.

The gross receipts of the Dhone-Kurnool railway are charged with—

(*a*) the actual cost of maintenance of way and works (including revenue new minor works mentioned in clause 18), other than general supervision usually chargeable to Abstract A of the Standard form of Revenue Account prescribed for use on the Company's railway ;

(*b*) a share of the other half-yearly working expenses of the Company's railway system (excluding the cost of Government supervision and control for which no such charge will be levied against the Company in respect of the working of the Branch, but including the cost of general supervision usually chargeable to Abstract A), calculated at the same proportion of the gross receipts of the Branch as obtains on the Company's system, including the Branch, as a whole ;

(*c*) 5 per cent of the gross receipts of the Branch for the use of the Company's rolling-stock ;

(*d*) Rent and maintenance of works, buildings and premises within the limits of Dronachellam Junction station as indicated in clause 12.

(iv) *Distribution of profits.*—After deducting from the gross receipts of the Branch railway the working expenses above mentioned, the balance belongs to the Government.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.— } Subject to the same maxima and minima, rules, conditions and arrangements as from time to time obtain on the Madras and Southern Mahratta Railway Company's railways.

(vii) *Power of the Government to determine agreement.*— } Determinable by either party on the 30th June
(viii) *Power of the Company to determine agreement.*— } or 31st December of any year on six months' notice given.

(ix) *Term of agreement.*—Not specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*g*) Dhone-Kurnool railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1909 . .	32·00	9,25,342	1,29,768	47,128	5·09	28,239	+18,889	78	63·68
1910 . .	32·00	9,50,923	99,240	33,653	3·54	31,918	+1,735	60	66·09
1911 . .	32·00	9,74,171	1,10,927	29,077	2·98	32,650	—3,573	67	73·79
1912 . .	32·00	10,05,422	1,18,005	39,279	3·91	34,147	+5,132	71	66·71
1st qr. of 1913.	32·00	10,06,675	34,179	13,696	1·36	8,554	+5,142	82	59·93
1913-14 .	32·00	10,08,750	1,23,739	44,872	4·45	34,914	+9,958	74	63·74
1914-15 .	32·00	10,07,689	1,12,693	40,775	4·05	35,280	+5,495	68	63·82
1915-16 .	32·00	10,08,669	1,31,028	53,435	5·30	35,009	+18,426	79	59·22
1916-17 .	32·00	10,16,599	1,40,000	55,218	5·43	33,381	+21,837	84	60·56

6 (*h*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Yesvantpur to Dodballapur. . . .	15-12-92	* 19·93		*Of this 6·85 miles, between Yesvantpur and Yelahanka, are on a mixed (3′3⅜″ and 2′ 6″) gauge.
Dodballapur to Mysore Frontier . . .	17-9-93	31·42		
TOTAL .	...	...	51·35	

Details of construction—

Permanent-way.—The rails on the ghât section are 50-lb. flat-footed steel, State railway type, and 41¼-lb. flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghât section.

Agreement and contract—

Agreement, dated the 2nd December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company,* having effect from 17th September 1893, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company,* noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company,* as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

As noted under 6 (*f*), Birur-Shimoga railway (3′ 3⅜″ gauge).

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	51·35	25,00,014	3,53,710	1,55,486	6·22	132	56·04
1908 . . .	Included with the Mysore section (Madras and Southern Mahratta), 6 (*k*).						
1909 . . .							
1910 . . .							
1911 . . .							
1912 . . .							
1st qr. of 1913							
1913-14 . .							
1914-15 . .							
1915-16 . .							
1916-17 . .							

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*i*) Kolhapur State railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kolhapur to Miraj	21-4-91	29·27	29·27

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on steel trough sleepers.
Ballast.—The line is ballasted throughout with gravel and sand.
Fencing.—The line is unfenced except for a very short length.
Curves.—There are no curves with a radius of less than 1,000 feet.
Gradient.—The ruling gradient is 1 in 100.

Agreement and contract—

Agreement, dated the 17th July 1891, *between the Kolhapur Durbar and the old Southern Mahratta Railway Company*, as to maintenance and working, having effect from 21st April 1891.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement, subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Kolhapur Durbar at the cost of capital.

(ii) *Government aid.*—The line is the property of, and was constructed by, the Kolhapur Durbar, who supply funds for any necessary additions thereto. It is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company.

(iii) *Terms of working.*— } From the total expenses of maintaining and working the Company's
(iv) *Distribution of profits.*— } system, including the Kolhapur State railway, as a whole, are deducted charges for new minor works and Government supervision debitable direct to each of the railways concerned, and the balance is divided between the two railways in the ratio of the gross earnings of each.

From the gross earnings of the Kolhapur State railway are then deducted the charges for new minor works and the proportion of working expenses attributable to that line as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.

(v) *Rates and fares.*— }
(vi) *Special obligations as to the conveyance of.*— } The same as, for the time being, are in force
(*a*) Mails, troops, police, high Government officials and Government stores.— } on the Madras and Southern Mahratta railway.
(*b*) Government bullion and coin.— }

(vii) *Power of the Government to determine agreement.*—Not specified.

(viii) *Power of the Durbar to determine agreement.*— } The agreement is terminable upon 6 months'
(ix) *Power of the Company to determine agreement.*— } notice from either party to the agreement.

(x) *Power of the Government to determine contract.*— } As in the case of 6 (*a*), Madras and Southern
(xi) *Power of the Company to determine contract.*— } Mahratta railway (5′ 6″ gauge).

(xii) *Power of the Durbar to determine contract.*—Nil.

(xiii) *Term of agreement.*—As against (viii) and (ix).

(xiv) *Term of contract.*—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under constructi o	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	29·27	23,26,251	1,81,886	77,249	3·32	119	57·53
1908 . . .	29·27	23,26,251	2,22,260	88,154	3·79	146	60·34
1909 . . .	29·27	23,26,251	2,26,772	91,612	3·94	149	59·60
1910 . . .	29·27	23,26,251	2,53,956	1,10,093	4·73	167	56·65
1911 . . .	29·27	23,26,251	2,79,662	1,23,393	5·30	184	55·88
1912 . . .	29·27	23,26,251	3,17,453	1,47,272	6·33	209	53·61
1st qr. of 1913 .	29·27	23,26,251	1,04,973	54,628	2·35	276	47·96
1913-14 . . .	29·27	23,26,251	3,41,236	1,53,844	6·61	224	54·92
1914-15 . . .	29·27	23,26,251	3,10,588	1,38,449	5·95	204	55·42
1915-16 . . .	29·27	23,26,251	3,24,162	1,56,223	6·72	213	51·81
1916-17 . . .	29·27	23,26,251	3,27,1'7	1,62,122	6·97	215	50·44

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 6 / Sub-heads (*a*) to (*m*). **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*j*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mysore to Nanjangud	1-12-91	15·04	
Nanjangud to Nanjangud town	12-7-99	0·76	
TOTAL	...	...	15·80

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 700 feet.

Gradients.—The ruling gradient is 1 in 89.

Agreement and contract—

Agreement, dated the 14th December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company*, as to the maintenance and working of the Nanjangud railway, having effect from the 1st December 1891, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

As noted under 6 (*j*), Birur-Shimoga railway (3′ 3⅜″ gauge), with the following exception, *viz.*—

Power of the Durbar to determine agreement.—On the 1st January or 1st July in any year on 6 months' notice being given.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	15·80	6,56,462	38,827	16,040	2·44	47	58·69
1908							
1909							
1910							
1911							
1912	Included with the Mysore section (Madras and Southern Mahratta), 6 (*k*).						
1st qr. of 1913							
1913-14							
1914-15							
1915-16							
1916-17							

6(*k*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mysore to Mandya	25-2-82	27·97	
Mandya to Channapatna	20-3-81	23·31	
Channapatna to Bangalore	1-2-81	34·75	
Bangalore to Tumkur	11-8-84	43·00	
Tumkur to Gubbi	26-12-84	11·00	
Gubbi to Birur	12-8-89	76·57	
Birur to Harihar	21-2-89	79·68	
TOTAL	...	...	296·28

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

6 (*k*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. and 60-lb. flat-footed steel rails, with the exception of about 2·75 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

Contracts—

Dated the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction, maintenance and working of the Mysore State railway.

Dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contract subject to the variations and modifications thereof as therein set forth.

Main provisions of contracts—

(i) *Land.*—Provided by the Government on behalf of the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The railway, which (as between the Government and the Company, and without prejudice to any arrangements between the former and the Mysore Durbar) is declared to be absolutely the property of the Government, was constructed and equipped with rolling-stock and all other appliances necessary thereunto, and is maintained and worked by the Madras and Southern Mahratta Railway Company, on behalf of the Government. All funds for capital expenditure are provided by the Durbar, under capital expenditure being included the cost of stores.

Government guarantee interest in sterling, payable half-yearly on the 1st April and 1st October, at the rate of 4 per cent per annum on the sum of £1,200,000, the nominal amount of debenture stock issued by the Company.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } From the joint working expenses of the entire system are first deducted certain "direct" charges, *viz.*, on account of new minor works, Government supervision and control, payment for use of rolling-stock and for use of joint stations; these "direct" charges being payable in their entirety by the railways incurring them. The balance of the joint working expenses is then divided as between the whole system and the Mysore section in proportion to gross earnings of each. The share of the Mysore section thus arrived at, added to the "direct" charges incurred on that section, form the working expenses of the Mysore section.

The gross receipts attributable to the Mysore section are applied—

(*a*) in discharge of the working expenses arrived at as above, and

(*b*) in payment of interest at 4 per cent on capital expenditure incurred on the section since 31st December 1907;

(*c*) the surplus being divided between the Government (on behalf of the Durbar) and the Company in the proportion of 19/20 and 1/20, respectively.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of—*
(*a*) Mails, troops, police, high Government officials and Government stores—
(*b*) Government bullion and coin—
(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*—
(ix) *Term of contract.*— } As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6(*k*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1887 will be found in Appendix 38 to the Report for 1907.)—

Includes the Birur-Shimoga, Hindupur (Yesvantpur-Mysore Frontier) and Mysore-Nanjangud railways, from 1908.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1887	139·75	91,36,438	5,13,259	1,40,723	1·54	6,70,864	35,018	—5,65,159	71	72·58
1888	139·75	1,25,76,692	5,70,657	1,34,031	1·07	6,94,210	33,607	—5,93,786	79	76·51
1889	290·00	1,44,24,093	8,96,273	2,19,813	1·52	7,07,500	54,991	—5,42,678	72	75·47
1890	296·00	1,47,11,610	11,86,318	2,59,084	1·76	6,48,733	64,772	—4,54,421	77	78·16
1891	296·00	1,50,76,285	13,24,525	4,39,280	2·91	6,54,850	1,09,760	—3,25,330	86	66·83
1892	296·00	1,46,36,205	13,99,463	4,43,427	3·03	7,29,624	1,10,863	—3,97,060	91	68·31
1893	296·00	1,46,42,217	16,83,203	6,74,562	4·61	7,70,439	1,68,171	—2,64,048	109	59·92
1894	296·00	1,47,60,293	14,45,412	4,77,149	3·23	8,38,525	1,19,039	—4,80,415	94	66·99
1895	296·00	1,49,22,452	15,78,281	6,29,385	4·22	8,70,947	1,56,931	—3,98,493	103	60·12
1896	296·00	1,51,08,257	15,84,981	6,76,976	4·48	8,21,588	1,69,189	—3,13,801	103	57·29
1897	296·00	1,51,99,757	18,80,019	7,98,285	5·25	7,75,708	2,00,031	—1,77,454	122	57·54
1898	296·00	1,55,07,319	13,92,851	4,13,421	2·67	7,38,461	1,02,680	—4,27,720	90	70·32
1899	296·00	1,56,75,416	10,60,469	3,29,033	2·10	7,21,117	82,076	—4,74,160	69	68·97
1900	296·00	1,58,70,510	13,76,391	4,71,201	2·97	7,18,200	1,18,888	—3,65,887	89	65·77
1901	296·36	1,60,14,879	14,33,240	4,07,791	2·55	7,22,244	1,01,860	—4,16,313	93	71·55
1902	296·22	1,60,76,009	15,97,046	5,58,082	3·47	7,21,062	1,39,538	—3,02,518	104	65·06
1903	296·22	1,62,34,903	15,35,270	5,82,298	3·59	7,20,000	1,46,012	—2,83,714	100	62·07
1904	296·22	1,62,59,794	15,85,324	5,63,667	3·47	7,20,000	1,40,940	—2,97,273	103	64·44
1905	296·22	1,64,78,981	17,90,901	6,98,051	4·24	7,20,000	1,73,883	—1,95,832	116	61·02
1906	296·22	1,65,59,502	18,48,348	7,19,072	4·34	7,20,000	1,79,500	—1,80,428	120	61·10
1907	296·22	1,70,31,855	21,57,636	8,44,427	4·96	7,20,000	2,11,472	—87,045	140	60·86
1908	401·29	2,29,75,788	30,71,949	11,66,353	5·08	8,64,949	1,51,026	+1,50,378	147	62·03
1909	401·29	2,32,36,445	26,71,013	10,67,326	4·59	10,43,593	55,389	—31,656	128	60·04
1910	401·29	2,35,17,190	28,00,896	11,28,684	4·80	10,48,897	57,763	+22,024	134	59·70
1911	401·29	2,36,85,396	28,55,654	12,07,863	5·10	10,60,843	61,457	+85,563	137	57·70
1912	401·29	2,37,80,303	33,53,931	14,93,756	6·28	10,63,291	75,262	+3,55,203	161	55·46
1st qr. of 1913.	401·29	2,40,63,067	9,40,540	4,75,274	1·98	2,67,455	24,132	+1,83,687	180	49·47
1913-14	401·35	2,43,70,036	36,51,923	15,89,726	6·52	10,75,557	79,836	+4,34,333	175	56·47
1914-15	401·35	2,42,44,450	34,77,899	14,82,838	6·12	10,83,776	73,981	+3,25,081	167	57·36
1915-16	401·35	2,43,43,685	35,94,259	16,67,478	6·85	10,86,828	83,396	+4,97,254	172	53·61
1916-17	401·35	2,44,88,478	38,16,213	18,27,236	7·46	10,88,546	90,018	+6,48,672	183	52·12

6 (*l*) Sangli State railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Miraj Junction to Sangli	1-4-07	4·90	4·90

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 41¼-lb. flat-footed steel rails on teak sleepers.

Ballast.—Ballast is chiefly moorum.

Fencing.—The line is not fully fenced, but only where necessary.

Curves.—The sharpest curve has a radius of 1,011 feet.

Gradients.—The ruling gradient is 1 in 80.

Agreements and contract—

Agreement, dated the 17th July 1907, *between the Sangli Durbar and the former Southern Mahratta Railway Company,* as to the construction of the Sangli State railway.

Agreement, dated the 17th July 1907, *between the Sangli Durbar and the former Southern Mahratta Railway Company,* as to the maintenance and working of the Sangli State railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*l*) Sangli State railway (3′ 3⅜″ gauge)—*concld.*

Agreements and contract—*concld.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreements subject to the variations and modifications thereof as therein set forth.

Main provisions of agreements and contract—

(i) *Land.*—Provided by the Sangli Durbar free of cost.

(ii) *Government aid.*—The Sangli State railway was constructed by the former Southern Mahratta Railway Company from funds supplied by the Durbar, whose property it is and who will provide all further funds that may be necessary for new works chargeable to Capital. The Branch is maintained, stocked and worked by the Company.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } From the total expenses of maintaining and working the Company's system, including the Sangli State railway, as a whole, are deducted charges for new minor works and Government supervision debitable direct to each of the railways concerned, and the balance is divided between the two railways in the ratio of the gross earnings of each.

From the gross earnings of the Sangli State railway are then deducted the charges for new minor works and the proportion of working expenses attributable to the Branch as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.— } The same as, for the time being are in force on the Madras and Southern Mahratta railway.

(vii) *Power of the Government to determine agreement.*—Not specified.

(viii) *Power of the Durbar to determine agreement.*—
(ix) *Power of the Company to determine agreement.*— } The agreement is terminable at the end of any year upon 6 months' notice from either party to the agreement.

(x) *Term of agreement.*—As against (viii) and (ix).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	4·90	1,27,770	19,585	8,011	6·27	102	59·10
1908 . . .	4·90	1,66,382	33,321	13,402	8·05	131	59·78
1909 . . .	4·90	1,69,903	40,733	15,712	9·25	160	61·43
1910 . . .	4·90	1,75,091	43,136	18,176	10·38	169	57·86
1911 . . .	4·90	1,77,254	43,863	19,276	10·87	172	56·05
1912 . . .	4·90	1,77,787	39,197	18,124	10·19	154	53·76
1st qr. of 1913 .	4·90	1,77,787	10,915	5,680	3·19	171	47·96
1913-14 . .	4·90	1,77,787	39,860	17,956	10·10	156	54·95
1914-15 . .	4·90	1,77,787	38,358	16,930	9·52	151	55·86
1915-16 . .	4·90	1,77,787	42,265	20,379	11·46	166	55·78
1916-17 . .	4·90	1,77,787	44,877	22,012	12·38	176	50·95

6 (*m*) West of India Portuguese railway (3′ 3⅜″ gauge)—

Chairman.—Ernest E. Sawyer, Esq., M.A.
Secretary.—George K. Wasey, Esq.
Offices.—4, Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mormugao Harbour to Sonaulim	17-1-87	41·00	
Sonaulim to the Portuguese frontier	3-2-88	10·10	
TOTAL . .	...	...	51·10

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*m*) West of India Portuguese railway (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. and 62-lb. flat-footed steel rails on creosoted pine, sâl, teak and jamba sleepers.

Ballast.—The line is ballasted throughout with laterite and blue stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 720 feet radius.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

Contracts and agreement—

Contract, dated the 18th April 1881, *between the Portuguese Government and the West of India Portuguese Railway Company,* as to the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

Contract, dated the 19th December 1892, *between the Portuguese Government and the West of India Portuguese Railway Company,* providing for the guarantee of interest on the Company's capital in consequence of the cessation of the annual subsidy of Rs. 4,00,000, which was formerly paid by the British to the Portuguese Government and hypothecated by the latter to the Company.

Agreement, dated the 21st August 1902, *between the former Southern Mahratta Railway Company and the West of India Portuguese Railway Company,* as to the maintenance and working of the railway from Mormugao to the Portuguese Frontier and the harbour at the Port of Mormugao.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company,* as to the continuance of the existing contracts and agreement, subject to the variations and modifications thereof as therein set forth.

Main provisions of contracts and agreement—

(i) *Land.*—Provided by the Portuguese Government free of cost to the West of India Portuguese Railway Company.

(ii) *Government aid.*—Guarantee by the Portuguese Government of interest in sterling at 5 per cent per annum on £800,000, and at 6 per cent per annum on any additional capital. The interest is secured (*a*) on any annual subsidy payable by the British or the British Indian Government to the Portuguese Government, and (*b*) on the Abkari (excise) duties levied in Goa. Any deficiency is, however, to be made up by the Portuguese Government from other sources.

The line, which is the property of the West of India Portuguese Railway Company, is maintained and worked by the Madras and Southern Mahratta Railway Company as part of the latter's undertaking, except as to further capital expenditure which is provided by the Portuguese Government.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } *As between the Madras and Southern Mahratta and West of India Portuguese Railway Companies.*—*Railway* revenue expenses are in the first instance paid by the Madras and Southern Mahratta Railway Company. Separate half-yearly accounts are kept of the gross earnings respectively of the Madras and Southern Mahratta railway and the West of India Portuguese railway. The gross working expenses of the combined railways (excluding revenue expenditure on new minor works which is borne entirely by the railway—whether the Madras and Southern Mahratta or the West of India Portuguese—incurring it and is in either or both cases excluded from the joint working expenses, and interest payable by the Madras and Southern Mahratta Railway Company on the capital cost of telegraph lines equipped and owned by the Government of India) are borne by the two Companies in the proportion of their respective gross earnings for each half-year.

As to *Harbour* receipts and expenses, a separate account is kept of all sources of revenue at the Port of Mormugao. The amount chargeable by the Madras and Southern Mahratta Railway Company for maintenance and working is actuals, *plus* 10 per cent thereon for superior supervision, subject to the proviso that if in the aggregate they (without the sanction of the West of India Portuguese railway) exceed the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899, any such excess is to be annulled, or reduced as much as possible by a corresponding diminution in the charge for supervision.

The profits arising from the West of India Portuguese railway, being the excess of earnings over working expenses so calculated, are to be paid half-yearly by the Madras and Southern Mahratta Railway Company to the West of India Portuguese railway.

NOTE.—At the desire of the Board of the West of India Portuguese Railway the Secretary of State has agreed to 80 per cent of the net earnings of each month being paid to the Joint Representative in India as soon as the accounts of each month are completed. (India Office letter No. P.W.-2962, dated the 27th December 1912).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*m*) West of India Portuguese railway (3′ 3⅜″gauge)—*contd.*

Main provisions of contracts and agreement—*concld.*

(v) *Distribution of profits as between the Portuguese Government and the West of India Portuguese Railway Company.*—The surplus profits in any year, after payment of the guaranteed interest for that year, are to be divided equally between the Portuguese Government and the West of India Portuguese Railway Company.

(vi) *Rates and fares.*—The maximum rates and fares to be fixed with the consent of the Portuguese Government, and not to exceed the maxima on the Great Indian Peninsula railway; they are also subject to the maxima and minima prescribed in the contracts between the Secretary of State for India and the Madras and Southern Mahratta Railway Company.

(vii) *Special obligations as to the conveyance of—*

(*a*) Mails, both British and Portuguese.—To be conveyed on the West of India Portuguese railway upon the terms of the Treaty of 1878.

(*b*) Portuguese Government troops, officials, and Government stores.—To be conveyed on the West of India Portuguese railway on the same conditions as on Indian State railways.

(viii) *Power of the Portuguese Government to determine contract.*—The Portuguese Government may purchase the railway and all other works—

(*a*) at any time by giving six months' notice;

(*b*) at any time after the expiration of the first 30 years from the date of opening of the railway or any section thereof, by giving two years' notice.

In the first case the Portuguese Government must pay to the Company in London a sum in sterling not less than the amount actually expended by the Company on the railway and other works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances and stores.

In the second case the price to be paid by the Portuguese Government is a sum in sterling equal to the amount of the value of all the shares, debentures and stock of the Company, calculated according to the mean market value in London during the three years immediately preceding the expiration of the two years' notice (such sum not to be less than the amount actually expended by the Company on the railway and other works), *plus* the value of the rolling-stock, machinery, station appliances and stores.

At the expiration of the term of the contract [99 years, see (xii),] the line becomes the property of the Portuguese Government, but the rolling-stock, machinery, station appliances and stores, and any other movable property or plant, have to be paid for at their fair value.

(ix) *Power of the West of India Portuguese Railway Company to surrender contract.*—The West of India Portuguese Railway Company may make over the railway and works to the Portuguese Government—

(*a*) in the event of failure on the part of the Portuguese Government to pay the guaranteed interest in full, by giving six months' notice;

(*b*) at any time after the expiration of the first 30 years from the date of opening of any section of the line without renewal of the Treaty of 1878, by giving two years' notice.

In the first case the West of India Portuguese Railway Company would be entitled to receive from the Portuguese Government, in sterling, the amount actually expended on the railway and works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances and stores: in the second case, the same amount, less the additional 10 per cent on the expenditure on the railway and works.

(x) *Power of the Madras and Southern Mahratta Railway Company to determine agreement.*—
(xi) *Power of the West of India Portuguese Railway Company to determine agreement.*— } Determinable by either party at the end of two years from the 1st July 1902 (the date on which it came into force) on 6 months' notice given, reckoned either from the 30th June or the 31st December next after the delivery of such notice.

Upon the determination of the agreement the Madras and Southern Mahratta Railway Company to surrender to the West of India Portuguese Railway Company the railway and harbour and their equipment, etc., and to pay to the latter all money held on account of the railway.

(xii) *Term of contract* [*if not determined under* (ix), (x) *or* (xi)].—99 years from the date of opening of the line.

(xiii) *Term of agreement* [*if not determined under* (x), *or* (xi)].—The term of agreement is 5 years, unless extended* with the consent of both parties, when the West of India Portuguese Railway Company have the right to resume the working of their line and harbour.

* Since extended to 30th June 1922, *vide* Despatch from the Secretary of State No. 17 Railway, dated the 4th May 1917.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$ **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*concld.***

6 (*m*) West of India Portuguese railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Includes the Harbour works.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . .	51·10	1,63,13,911	11,01,877	4,58,591	2·81	415	
1908 . .	51·10	1,70,71,439	10,64,804	3,92,394	2·30	401	58·38
1909 . .	51·10	1,75,93,058	9,60,235	3,75,092	2·13	361	63·15
1910 . .	51·10	1,76,70,672	12,64,030	5,42,226	3·07	476	60·93
							57·10
1911 . .	51·10	1,77,41,327	12,20,715	5,33,068	3·00	459	
1912 . .	51·10	1,83,24,990	9,91,479	4,12,657	2·25	374	56·35
1st qr. of 1913.	51·10	1,84,16,306	2,93,648	1,20,147	0·65	442	58·38
							59·08
1913-14 . .	51·10	1,87,62,134	11,76,901	5,24,123	2·84	443	55·47
1914-15 . .	51·10	1,90,86,222	8,51,382	3,47,839	1·82	321	59·14
1915-16 . .	51·10	1,93,40,101	7,94,409	3,28,905	1·69	299	58·59
1916-17 . .	51·10	*1,94,72,673	8,24,195	2,95,456	1·51	310	64·15

* Original capital up to 31st December 1901, £1,349,058-2-5 @ 1*s.* 8*d.* per rupee = ... Rs. 1,61,88,697
Expenditure by Portuguese Government on Improvements of line and harbour up to 31st March 1917. ... 32,83,976
Total ... 1,94,72,673

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (e)}$. NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—

Chairman—Charles Albert Winter, Esq.
Secretary—M. T. Walker, Esq.
Offices—Winchester House, 50, Old Broad Street, London, E.C.
Date of registration of the Company—24th December 1883.

Lines comprised in the system.—The Nizam's Guaranteed State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)	330·13	...	330·13
(*b*) Bezwada Extension railway (5′ 6″ gauge)	20·58	...	20·58
(*c*) Hingoli Branch railway (3′ 3⅜″ gauge)	50·31	...	50·31
(*d*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)	391·13	...	391·13
(*e*) Secunderabad-Gadwal railway (3′ 3⅜″ gauge)	103·30	13·45	116·75
Total	895·45	13·45	908·90

Running powers—

Home line over foreign line :—

From 642 feet within the Bezwada distant signal to Bezwada station, Madras and Southern Mahratta railway, North East line, for passenger and goods trains . . . . . 0·89

7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State Railway agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Wadi junction to Secunderabad	9-10-74	115·45*			* Of this 5·86 miles, Secunderabad to Hyderabad, are of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Secunderabad to Warangal	8-4-86	86·66			
Warangal to Dornakal	1-1-88	52·66			
Dornakal to Bona Kalu	5-8-88	31·99			
Bona Kalu to the British frontier	10-2-89	23·54			
			310·30		
Branches—					
Hyderabad branch—					
Husain Sagar to Hyderabad	9-10-74	3·57			
			3·57		
Mineral branch—					
Dornakal to Singareni Coal-fields	1-1-88	16·26			
			16·26		
TOTAL	...	...	...	330·13	

Details of construction—

Permanent-way.—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails, 42 miles being on cast iron pot sleepers and the remaining 5 miles on cast iron chairs and jarrah sleepers. The next 9 miles are laid with 85-lb. flat-footed steel rails on steel sleepers and the following 56 miles with 85-lb. flat-footed rails on jarrah sleepers. The section between Begampet and mile 260-9½ is laid with 85-lb. flat-footed steel rails on steel sleepers, with the exception of the mixed (5′ 6″ and 3′ 3⅜″) gauge line, from Secunderabad to Hyderabad, which has wooden sleepers under the same section of rail. Miles 260-9½ to 306 are laid with 66¼ lbs. rails and steel peapod sleepers, and miles 306 to the British frontier, with jarrah sleepers under the same section of rail.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100 on the Hyderabad-British Frontier section and 1 in 150 on the Wadi-Husain Sagar section.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e).}}$ NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.*

7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—*contd.*

Contract and agreement—

Contract, dated the 27th December 1883, *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited*, as to the acquisition, management, maintenance and working of the line from Wadi to Hyderabad and Secunderabad, the construction, etc., of certain 5′ 6″ gauge extensions and the preferential right to construct all new railways in His Highness the Nizam's territories.

Agreement, dated the 16th March 1897, (supplemented to the contract of 1883), *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited*, as to the construction, management, maintenance and working, by the Company, of the Hyderabad-Godavari Valley railway.

Letter No. 257, dated the 7th March 1903, from the Nizam's Government to the Railway Company as to rates and fares.

Main provisions of contract and agreement—

(i) *Land.*—Provided by H. H. the Nizam's Government free of cost to the Company.

(ii) *Government aid.*—Guarantee of interest in sterling, at 5 per cent per annum on the Company's share (£2,000,000) and debenture (£1,500,000) capital for 20 years, from the date on which such capital is paid up. The guarantee in the case of the share capital ceased on the 25th June 1904, but the guarantee in respect of debenture capital, ceased or ceases, on various dates ranging from 30th June 1904 to 31st January 1928. H. H. the Nizam's Government has accorded sanction to the issues of further debentures, amounting in all to £1,000,000 but on these no guarantee on the part of the Nizam's Government exists. up to date the Government has agreed to take £700,000 of these debentures.

(iii) *Distribution of profits.*—During the period of the guarantee the repayment of the guaranteed interest for each half-year, and thereafter interest for each year, at the rate of 5 per cent on the share and debenture capital, is to be the first charge against the net earnings of such half-year or year. Of any residue, either before or after the cessation of the guarantee, one half is to be applied in payment to the Nizam's Government of guaranteed interest not previously recouped and in payment of any other sums owing by the Company to the Nizam's Government, and the other half is to be retained by the Company. When the Nizam's Government has been reimbursed all sums paid under the guarantee, together with simple interest thereon at 5 per cent per annum, the Company is to be entitled to the whole of the net earnings.

(iv) *Rates and fares.*—Not to exceed those from time to time prevailing on the Great Indian Peninsula railway, unless otherwise agreed between the Nizam's Government and the Company. [By letter No. 257, dated the 7th March 1903, from the Secretary to His Highness's Government in the Financial Department to the Agent and Chief Engineer of His Highness the Nizam's Guaranteed State Railways Company, the provisions in this respect of the agreement of 1883 have been modified so as to permit the Company to levy such rates and fares as are not in excess of those which obtained on the Great Indian Peninsula railway at the date of that agreement.]

(v) *Special obligations as to the conveyance of,*—

(*a*) Mails and Post Office servants of both the Nizam's Government and the Government of India.—To be conveyed free of charge.

(*b*) Troops, officials, and Government stores.—Troops and officials of both the Nizam's Government and the Government of India to be conveyed at special rates; stores at the lowest rates ordinarily chargeable.

(*c*) Bullion and coin.—At special rates.

(vi) *Power of the Government to determine agreement.*—In the event of any breach by the Company of any of the provisions of the agreement, the Nizam's Government may give the Company in London six months' notice of its intention to determine the agreement; and unless the breach shall be remedied within the 6 months, the Nizam's Government may determine the agreement and assume possession of the railway, paying the Company in London in sterling so much of the capital as shall be unredeemed.

The Nizam's Government may also terminate the agreement and purchase the railway, rolling-stock, etc., on the 1st January 1934, or 1st January 1954, by giving 12 months' notice in London. On the day on which the railway is thus acquired the Nizam's Government is to pay to the Company, in sterling in London, the amount of the unredeemed capital, *plus* a bonus of 25 per cent.

At the end of the full term of 99 years, if the agreement continues so long, the land in the possession of the Company, with the railway, buildings, works, and fixed machinery, will revert to the Government free from all debts and charges, but the rolling-stock, plant, movable machinery and stores must be purchased by the Government at their fair value.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (e)}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—*concld.*

Main provisions of contract and agreement—*concld.*

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement [if not determined under* (vi) *or* (vii)].—99 years from the date on which the extension from Hyderabad towards Bezwada was opened throughout, *viz.*, 10th February 1889.

Statistics of working (Those for the periods prior to 1885 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1885 . . .	117·10	2,47,70,823	11,13,950	4,87,024	1·97	178	56·27
1886 . . .	205·37	2,89,19,499	13,81,077	6,94,524	2·40	143	49·71
1887 . . .	205·37	3,27,45,397	15,48,891	5,52,905	1·69	143	64·30
1888 . . .	305·71	3,54,89,073	17,76,075	7,57,467	2·13	116	57·35
1889 . . .	329·20	3,59,09,620	22,57,462	7,69,208	2·14	129	65·93
1890 . . .	329·20	3,76,96,721	25,07,268	10,39,590	2·76	145	58·54
1891 . . .	329·20	3,94,81,752	27,76,437	12,57,860	3·19	151	54·70
1892 . . .	329·20	3,95,48,395	27,80,642	13,24,959	3·35	161	52·35
1893 . . .	330·13	4,01,96,909	30,61,605	14,36,451	3·57	177	53·08
1894 . . .	330·13	4,02,33,826	32,56,885	16,22,028	4·03	188	50·20
1895 . . .	330·13	4,06,43,818	32,15,541	15,77,149	3·88	185	50·95
1896 . . .	330·13	4,08,24,737	33,03,522	17,28,196	4·23	191	47·69
1897 . . .	330·13	4,09,60,944	36,10,354	19,38,769	4·73	208	46·30
1898 . . .	330·13	4,10,54,449	39,07,612	22,74,580	5·54	225	41·79
1899 . . .	330·13	4,15,68,731	41,10,201	25,01,046	6·02	237	39·15
1900 . . .	330·13	4,17,49,124	49,12,056	28,41,985	6·81	283	42·14
1901 . . .	330·13	4,24,30,543	40,77,927	26,48,120	6·24	236	35·06
1902 . . .	330·13	4,28,89,527	44,06,494	26,82,533	6·25	254	39·12
1903 . . .	330·13	4,30,13,663	43,18,630	25,38,386	5·90	249	41·22
1904 . . .	330·13	4,32,66,412	43,32,440	27,90,690	6·45	250	35·59
1905 . . .	330·13	4,35,86,043	42,78,161	28,49,703	6·54	247	33·39
1906 . . .	330·13	4,36,45,097	44,84,105	27,98,897	6·41	259	37·58
1907 . . .	330·13	4,49,34,824	49,85,081	33,02,905	7·35	288	33·74
1908 . . .	330·13	4,56,07,808	46,99,296	30,15,029	6·61	255	38·96
1909 . . .	330·13	4,66,62,100	46,92,067	26,43,417	5·67	273	43·66
1910 . . .	330·13	4,72,19,094	53,14,905	28,46,520	6·03	309	46·44
1911 . . .	330·13	4,63,37,518	57,07,861	27,13,285	5·86	332	52·46
1912 . . .	330·13	4,84,96,844	57,76,606	31,96,188	6·59	337	44·67
1st qr. of 1913 .	330·13	4,87,78,182	16,58,727	7,42,254	1·52	386	55·25
1913-14 . .	330·13	5,09,58,827	66,79,080	33,03,904	6·48	389	50·94
1914-15 . . .	330·13	5,17,23,846	58,68,725	30,17,075	5·83	342	48·59
1915-16 . . .	330·13	5,30,63,892	64,71,470	30,00,409	5·65	377	53·64
1916-17 . . .	330·13	5,36,31,296	66,04,721	38,19,720	7·20	385	42·17

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—

This line, which extends from the frontier of His Highness the Nizam's dominions to 642 feet the Bezwada side of Bezwada distant signal, was constructed for the Government of India, by His Highness the Nizam's Guaranteed State Railways Company and is being worked as a part of its own system.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Hyderabad frontier to Bezwada	10-2-89	20·58	20·58

Details of construction—

Permanent-way.—The line is laid with 66½-lb. flat-footed steel rails on jarrah sleepers.
Ballast.—The line is ballasted throughout with stone and sand.
Fencing.—The line is fenced at stations only.
Curves.—There are no curves with a radius of less than 1,900 feet.
Gradients.—The ruling gradient is 1 in 100.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—*concld.*

Agreements—

Dated the 6th April 1909, *between the Railway Board, acting on behalf of the Secretary of State and His Highness the Nizam's Guaranteed State Railways Company, Limited*, as to the maintenance, management and working, by the Company, of the Bezwada Extension railway.

Dated the 14th October 1915, (supplemental to the agreement of 1909), *between the Secretary of State and H. H. the Nizam's Guaranteed State Railways Company*, modifying the agreement of 1909 as regards dates for making up Accounts.

Main provisions of agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the property of the Government, who provide all further funds chargeable to the capital account, and it is managed, maintained, stocked and worked by the Company as if it were part of the Company's 5′ 6″ gauge system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is managed, maintained, stocked and worked by His Highness the Nizam's Guaranteed State Railways Company for the same percentage of its gross earnings as that of the working expenses of the Company's 5′ 6″ gauge system to its gross earnings, as published in the Company's Revenue Accounts for the same half-year, *plus* 5 per cent. of the gross earnings of the Bezwada Extension railway for the use of rolling-stock. But in addition thereto, any extraordinary maintenance charges due to causes other than ordinary wear and tear shall be charged, with the approval of the Railway Board, to the Bezwada Extension railway. Such extraordinary charges shall be excluded in working out the percentage of ordinary maintenance charges payable by the Bezwada Extension railway. The balance is paid over to the Government of India as the net earnings of the Bezwada extension.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } To be the same as from time to time obtain on the Company's 5′ 6″ gauge system.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Company to surrender agreement.*— } Terminable on the 1st January or the 1st July in any year, on 6 months' notice given by either party to the other. Any breach of the terms of the contract may lead, *ipso facto*, to its determination.

(ix) *Term of agreement.*—Until terminated under (vii) and (viii).

Statistics of working (Those for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1901 .	20·58	11,51,678	2,77,177	1,56,929	13·63	35,509	+1,21,420	248	43·38
1902 .	20·58	11,60,425	2,89,663	1,40,329	12·09	46,375	+ 93,954	259	51·55
1903 .	20·58	11,77,047	3,07,113	1,54,222	13·10	46,617	+1,07,605	275	49·78
1904 .	20·58	11,75,731	3,20,656	1,78,955	15·22	46,898	+1,32,057	287	44·19
1905 .	20·58	11,78,645	3,47,490	2,04,239	17·33	47,046	+1,57,193	311	41·22
1906 .	20·58	11,81,020	3,49,206	1,91,737	16·23	47,182	+1,44,555	313	45·09
1907 .	20·58	11,81,952	3,15,376	1,83,883	15·56	35,691	+1,48,192	282	41·69
1908 .	20·58	11,83,796	3,38,623	1,91,624	16·19	40,277	+1,51,347	316	43·41
1909 .	20·58	12,06,026	3,12,154	1,52,554	12·65	39,884	+1,12,670	280	51·28
1910 .	20·58	12,01,940	3,42,614	1,58,254	13·17	40,182	+1,18,072	320	53·81
1911 .	20·58	12,19,123	3,54,265	1,40,815	11·55	41,560	+ 99,255	331	60·25
1912 .	20·58	12,22,363	3,84,244	1,84,265	15·07	41,771	+1,42,494	359	52·04
1st qr. of 1913.	20·58	12,31,370	1,05,502	39,771	3·23	10,432	+ 29,339	394	62·30
1913-14 .	20·58	12,33,842	4,10,238	1,73,986	14·10	43,138	+1,30,848	383	57·59
1914-15 .	20·58	12,42,759	4 51,983	2,00,734	16·15	43,331	+1,57,403	422	55·59
1915-16 .	20·58	12,46,788	4,77,021	1,89,111	15.17	43,225	+1,45,886	446	60·36
1916-17 .	20·58	12,49.073	4,89,045	2,49,856	20·00	41,137	+2,08,719	457	48·91

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.*

7 (*c*) Hingoli Branch railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Purna to Hingoli	15-5-12	50·31	50·31

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 66½-lb. flat-footed steel rails taken out of the 5′ 6″ gauge system and new steel trough sleepers.

Ballast.—The ballast used is moorum, except in some cuttings where stone ballast has been laid.

Fencing.—Fencing is provided only round station yards and a small length on either side of second class level crossings.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 133.

Agreement—

Dated the 1st March 1910, *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited,* as to the maintenance, management and working of the Hingoli branch, by the Company, as part of the Hyderabad-Godavari Valley railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Nizam's Government free of cost.

(ii) *Government aid.*—The line is the property of the Nizam's Government who provide all funds chargeable to the capital account.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Nizam's Guaranteed State Railways Company works the Branch railway for the same proportion of its gross earnings as the aggregate working expenses of the 3′ 3⅜″ gauge system shall bear to the aggregate gross earnings of that system, *plus* 5 per cent of the gross earnings of the Branch for use of rolling-stock. The balance of the gross earnings of the Branch after making the said deduction is paid to His Highness the Nizam's Government as the net earnings of the Branch. In the case of accident or damage caused by extraordinary casualty, *e.g.*, by floods, storms, etc., charges for repairs are made to the Branch railway, such charges being eliminated from the aggregate working expenses before the percentage of working expenses referred to above is arrived at.

(v) *Rates and fares.*—The same rates and fares as are in force on 7 (*d*), Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance* of.—
(*a*) Mails.—
(*b*) Troops, police, and high Government officials.— } Services for these are performed on the same conditions and at the same rates as may be in force on 7 (*d*), Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge).

(vii) *Power of the Nizam's Government to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement is terminable by either party on the 30th June or the 31st December in any year after the line is opened throughout on 12 months' previous notice in writing.

(ix) *Power of the Company to surrender agreement.*—Nil.

(x) *Term of agreement.*—Nil.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$ · **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (c) Hingoli Branch railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912 . .	50·31	30,18,733	64,758	25,722	0·85	39	60·28
1st qr. of 1913 .	50·31	30,43,772	28,529	9,993	0·33	44	64·97
1913-14 . .	50·31	31,23,102	1,42,367	64,511	2·07	54	54·69
1914 15 . .	50·31	31,86,279	1,17,823	46,104	1·44	45	60·87
1915-16 . .	50·31	31,92,223	1,33,243	58,029	1·82	51	56·45
1916-17 . .	50·31	31,92,924	1,21,594	58,670	1·84	46	51·75

7 (d) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Manmad to Jalna	21-10-99	109·28		
Jalna to Sailu	7-12-99	44·79		
Sailu to Purbhani	25-4-00	26·40		
Purbhani to Nanded	9-10-00	36·60		
Nanded to Sivungaon	23-8-00	17·61		
Sivungaon to Secunderabad	25-4-00	150·59		
Secunderabad to Hyderabad	16-5-01	*5·86		*Laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge.
TOTAL . .	...	...	391·13	
DOUBLE LINE—				
Purna Junction station yard	15-5-12	0·38		
			0·38	

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers between miles 0 and $\frac{197}{16}$, $\frac{201}{17}$ and 384·27, except within station limits where wooden sleepers are used, and also on second-hand 5′ 6″ gauge steel sleepers converted into 3′ 3⅜″ gauge, between miles $\frac{207}{14}$ and $\frac{207}{17}$, and wooden sleepers for the remainder.

Ballast.—The line is ballasted throughout with stone, sand and moorum.

Fencing.—The line is fenced from mile 377¼ to 381 and between miles 249 and 250, and at all stations.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 133·3.

Agreement—

Dated the 16th March 1897 (supplemental to the contract of 1883) *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited,* as to the construction, management, maintenance and working, by the Company, of the Hyderabad-Godavari Valley railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Nizam's Government free of cost to the Company.

(ii) *Government aid.*—Guarantee in sterling, for 20 years from the date on which the line was completed and opened for traffic throughout (16th May 1901), of the interest payable on the debenture capital (not exceeding £2,500,000) raised for the purposes of the contract, together with an additional one per cent for a Sinking Fund. (The amount of capital raised to the present time has been £2,150,000, and the rate of interest payable on it is 3½ per cent.)

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*contd.*

7 (*d*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement—*concld.*

(iii) *Distribution of profits.*—During the period of the guarantee the repayment of the guaranteed interest for each half-year, and thereafter the interest payable on the debenture capital for each year, is to be the first charge against the net earnings for such half-year or year. Any surplus either before or after the cessation of the guarantee, is to be divided equally between the Nizam's Government and the Company.

(iv) *Rates and fares.*—Not to be in excess of those prevailing on the main line [7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge)], unless otherwise agreed.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails.—
(*b*) Troops, officials and Government stores.—
(*c*) Bullion and coin.—
} As noted under 7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge).

(vi) *Power of the Nizam's Government to determine agreement.*—As noted under 7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge), with the exception that, in the event of the line being purchased in 1934 or 1954, the price to be paid is to be the amount of the unredeemed capital only, without the bonus of 25 per cent in addition.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi) *or* (vii)].—The remainder of the term of the contract relating to the main line [7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge)] which was unexpired at the date of the present contract.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs	Rs.		Rs.	
1899	154·23	2,00,21,971	63,381	36,877	0·18	48	41·82
1900	385·23	2,31,94,817	10,63,023	4,20,826	1·81	70	60·41
1901	391·42	2,46,58,951	20,10,033	9,23,300	3·74	99	54·07
1902	391·42	2,57,75,220	22,88,043	9,67,892	3·76	112	57·70
1903	391·42	2,62,07,241	22,14,752	8,86,291	3·38	109	59·98
1904	391·13	2,64,85,096	22,11,781	7,74,804	2·93	109	64·97
1905	391·13	2,68,15,349	29,64,122	13,29,009	4·96	146	55·16
1906	391·13	2,69,36,746	30,32,503	14,21,747	5·28	149	53·12
1907	391·13	2,71,85,309	32,55,067	17,74,126	6·53	160	45·50
1908	391·13	2,73,97,247	32,41,828	15,61,740	5·70	159	51·82
1909	391·13	2,75,50,030	32,54,724	14,02,129	5·09	160	56·93
1910	391·13	2,79,30,418	36,55,833	18,05,391	6·46	180	50·62
1911	391·13	2,91,88,053	34,97,806	13,12,510	4·50	172	62·48
1912	391·13	2,96,12,624	43,60,567	20,26,995	6.85	214	53·52
1st qr of 1913	391·13	2,98,32,787	12,79,019	4,87,877	1.64	252	61·86
1913-14	391·13	3,04,91,995	43,08,162	20,88,400	6 85	212	51·63
1914-15	391·13	3,19,21,083	41,16,162	17,40,623	5·45	202	57·71
1915-16	391·13	3,19,95,320	44,81,233	20,96,695	6 55	220	53·21
1916-17	391·13	3,22,84,005	39,32,278	18,75,441	5·81	193	52·27

7 (*e*) Secunderabad-Gadwal railway (3′ 3⅜″ gauge)—

The construction of this line, from funds to be provided by His Highness the Nizam's Government was sanctioned by the Secretary of State in his Despatch No. 26 Railway, dated the 27th February 1914.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*concld.***

7 (*e*) Secunderabad-Gadwal railway (3′ 3⅜″ gauge)—*concld.*

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Secunderabad to Timmapur	1-2-16	27·52		
Timmapur to Chatanpalli	20-2-16	9·19		
Chatanpalli to Balanagar	6-3-16	8·39		
Balanagar to Gullapalli	1-4-16	9·45		
Gullapalli to Jadcharla	20-4-16	4·68		
Jadcharla to Mahbubnagar	15-5-16	10·97		
Mahbubnagar to Daverkudra	15-11-16	15·17		
Daverkudra to Kurumurti	1-1-17	9·74		
Kurumurti to Wanaparti Road	15-2-17	8·19		
TOTAL OPEN MILEAGE ...	...	...	103·30	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Wanaparti Road to Gadwal (sanctioned on 27th February 1914) ...	...	13·45	13·45	
GRAND TOTAL ...	...	...	...	116·75

Details of construction—

Permanent-way.—The permanent-way consists of 66¼-lb. flat-footed rails laid on steel sleepers.

Ballast.—Cuttings are being fully ballasted and banks are being moorumed throughout.

Fencing.—The line is being fenced in the vicinity of the principal towns and most important stations.

Curves.—The sharpest curve is of 1,432·5 feet radius.

Gradients.—The ruling gradient is 1 in 133·3.

Agreement—

Main provisions of agreement— } The line is being constructed by the company and the open portion worked under the terms of an agreement between His Highness the Nizam's Government and His Highness the Nizam's Guaranteed State Railways Company which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1915-16 . .	46·00	67,56,000	Information	not available.			
1916-17 . .	103 30	84,42,687	98,360	−11,348	...	27	111·54

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 8}{\text{Sub-heads } (a) \text{ to } (t)}$. **NORTH WESTERN RAILWAY SYSTEM.**

Lines comprised in the system.—The North Western railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) North Western railway (5′ 6″ gauge)	3,760·52	115·00	3,875·52
(*b*) Amritsar-Patti railway (5′ 6″ gauge)	54·26	...	54·26
(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)	16·01	...	16·01
(*d*) Jullundur-Mukerian railway (5′ 6″ gauge)	44·81	...	44·81
(*e*) Khanpur-Chachran railway (5′ 6″ gauge)	22·02	...	22·02
(*f*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)	78·65	...	78·65
(*g*) Mandra-Bhaun railway (5′ 6″ gauge)	46·38	...	46·38
(*h*) Phagwara-Rahon railway (5′ 6″ gauge)	25·79	19·00	44·79
(*i*) Rajpura-Bhatinda railway (5′ 6″ gauge)	108·04	...	108·04
(*j*) Sialkot-Narowal railway (5′ 6″ gauge)	38·15	...	38·15
(*k*) Southern Punjab railway (Main line) (5′ 6″ gauge)	425·92	...	425·92
(*l*) Southern Punjab railway (Jullundur Doab Extension) (5′ 6″ gauge).	130·19	...	130·19
(*m*) Southern Punjab railway (Ludhiana Extension) (5′ 6″ gauge)	152·04	...	152·04
(*n*) Southern Punjab railway (Sutlej Valley Extension) (5′ 6″ gauge)	208·19	...	208·19
(*o*) Jacobabad-Kashmor railway (2′ 6″ gauge)	76·70	...	76·70
(*p*) Kalka-Simla railway (2′ 6″gauge)	59·92	...	59·92
(*q*) Kohat-Thal railway (2′ 6″ gauge)	61·75	...	61·75
(*r*) Nowshera-Durgai railway (2′ 6″ gauge)	40·40	...	40·40
(*s*) Trans Indus (Kalabagh-Bannu) railway (2′ 6″ gauge)	135·39	...	135·39
(*t*) Larkhana-Jacobabad (Sind) Light railway (2′ 6″ gauge)	...	75·45	75·45
Total[2]	5,485·13	209·45	5,694·58

Running powers—

Home line over foreign line:—

Ghaziabad to Delhi, East Indian railway, for passenger and goods trains	13·00

Foreign line over home line:—

Oudh and Rohilkhand railway, Meerut City to Meerut Cantonment, for passenger trains only	2·75
East Indian railway, Jind City to Jind Junction, for passenger and goods trains	2·95
Total	5·70

8 (*a*) **North Western railway** (5′ 6″ gauge)—

The line owned and worked by the old Sind, Punjab and Delhi Guaranteed Railway Company was taken over by the State from the 1st January 1886, and amalgamated with the Punjab Northern, the Indus Valley, the Eastern section Sind-Sagar, and the Southern section Sind-Pishin State railways, to be worked as an undertaking under the name of the North Western railway.

Date of registration of the old Guaranteed Company—1855.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
COMMERCIAL SECTION—					
Main Line—					
Ghaziabad to Meerut City	18-4-67	27·33			
Meerut City to Ambala Cantonment	1-1-69	121·55			
Ambala Cantonment to Ludhiana	12-10-69	70·66			
Ludhiana to Phillaur	14-10-70	8·28			
Phillaur to Jullundur Cantonment	1-4-70	26·12			
Jullundur Cantonment to Beas	15-11-69	25·53			
Beas to Amritsar	1-11-67	26·20			
Amritsar to Lahore	10-4-62	32·33			
Lahore to Jhelum	6-10-78	*103·12			*This length was constructed on the 3′ 3½″ gauge previous to September 1873 but was converted to the 5′ 6″ gauge on the 6th October 1878.
Jhelum to Rawalpindi	†	76·38			†The line was opened by sections on the 5′ 6″ gauge, using temporary diversions near Domeli—thus Jhelum to Ratial 1st January 1880 (15 miles) and Ratial to Rawalpindi, 1st October 1880 (56 miles). The diversions were abolished on 8th May 1882; and the complete 1/50 graded through line between Jhelum and Rawalpindi (70·50 miles) was established. But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to 1/100 have been opened and the present length of line on the 31st March 1897 is—Jhelum to Rawalpindi 76·38 miles.
Rawalpindi to mile 560·63 (between Lawrencepur and Campbellpur Cantonment).	1-1-81	45·38			
Mile 560·63 to Rumian	1-4-99	11·50			
Rumian to Attock Bridge	...	5·25			
Attock Bridge to Khairabad	31-5-83	2·38			
Khairabad to Peshawar City	1-5-82	41·25			
Peshawar City to Peshawar Cantonment	1-1-83	2·65			
Lahore to Khanewal	24-4-65	177·25			
Khanewal to Lodhran	1-4-09	56·42			
Lodhran to Nara Canal Bridge	1-7-78	224·58			
Nara Canal Bridge to Rohri	0-0-89	1·00			
Rohri to Rahoki	15-11-96	178·09			
Rahoki to Hyderabad	28-3-10	6·25			
Hyderabad to Kotri	25-5-00	5·29			
Kotri to Karachi City	13-5-61	105·04			
Karachi City to Kiamari, including Napier Mole.	16-6-89	3·07			
			1,382·90		
Branches—					
Havelian branch—					
Sarai Kala to Havelian	7-11-13	34·70			
			34·70		
Tawi branch (British section)—					
Wazirabad to Sialkot	1-1-84	26·40			
Sialkot to the frontier of Kashmir State	15-3-90	9·08			
			35·48		
Carried over	...	...	1,453·08		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*a*) North Western railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . .	...	...	1,453·08		
Wazirabad-Khanewal branch—					
Wazirabad to Hafizabad	15-8-95	37·37			
Hafizabad to Sangla Hill	1-1-96	31·45			
Sangla Hill to Lyallpur	15-2-96	27·21			
Lyallpur to Toba Tek Singh . . .	22-6-99	49·00			
Toba Tek Singh to Khanewal . . .	16-4-00	55·53			
			200·56		
Phulji branch—					
Phulji to Puranadera	1-6-82	2·57			
Phulji branch extension	31-3-02	0·34			
			2·91		
Sukkur Bandar branch—					
Sukkur Main to Sukkur Bandar . .	1-10-78	1·52			
			1·52		
Kotri-Rohri (vid Ruk) branch—					
Rohri to Sukkur	27-3-89	2·64			
Sukkur to Radhan *vid* Ruk . . .	1-10-78	79·31			
Radhan to Laki	27-10-78	70·57			
Laki to Kotri	8-10-78	75·48			
			228·00		
Raewind-Bhatinda branch—					
Raewind to Kasur	15-4-83	16·70			
Kasur to Ganda Singhwala . . .	10-6-83	7·00			
Ganda Singhwala to Hussainiwala . .	15-12-83	2·75			
	8-5-87	2·75			
Hussainwala to Ferozepore City . .	1-10-92	2·00			
Ferozepore City to Ferozepore Cantonment.	1-10-88	2·00			
Ferozepore Cantonment to Bhatinda . .	15-6-99	55·90			
			89·10		
Pathankot branch—					
Amritsar to Dinanagar	1-1-84	51·22			
Dinanagar to Pathankot	8-6-84	15·48			
			66·70		
Hoshiarpur branch—					
Jullundur City to Hoshiarpur. . .	16-6-13	23·28			
			23·28		
Jech Doab line—					
Malakwal to Sargodha	1-4-03	46·25			
Sargodha to Shorkot Road . . .	14-5-06	102·56			
			148·81		
Lower Sind extension—					
Hyderabad to Badin	15-8-04	62·14			
			62·14		
Shahdara-Sangla branch—					
Shahdara to Sangla	10-4-07	54·76			
			54·76		
Lodhran-Khanewal chord (vid Sher Shah)—					
Khanewal to Multan Cantonment . .	24-4-65	30·50			
Multan Cantonment to Muzaffarabad .	21-8-70	6·89			
Muzaffarabad to Lodhran	1-7-78	47·61			
			85·00		
Shorkot Road-Chichoki Mallian section—					
Shorkot Road to Jaranwala . . .	2-5-11	87·70			
Jaranwala to Chichoki Mallian . .	18-11-09	48·10			
			135·80		
Jakhal Hissar branch—					
Jakhal to Hissar	1-11-13	50·22	50·22		
TOTAL OPEN MILEAGE (COMMERCIAL SECTION)	...	...	...	2,601·88	
FRONTIER SECTION (MILITARY)—					
Sind-Sagar line—					
Main line—					
Lala Musa to Baha-ud-din	†1-1-80	29·61			†Date of opening of the original 3′ 3½″ gauge line, subsequently converted to, and opened on, the 5′ 6″ gauge, Lala Musa to Malakwal, on 10-2-86.
Baha-ud-din to Hariah	†1-2-80	10·52			
Hariah to Malakwal	†10-4-80	5·99			
Malakwal to Bhakkar (*vid* Kundian) .	15-8-87	172·20			
Bhakkar to Chenab West Bank . . .	22-1-87	119·71			
Chenab West Bank to Chenab East Bank .	1-2-90	2·49			
Chenab East Bank to Sher Shah . .	1-1-89	2·39			
			342·91		
Branches and sections—					
Golra-Basal section—					
Golra Junction to Basal Junction . .	1-4-81	46·75			
			46·75		
Kohat section—					
Jand to Khushalgarh	16-4-81	7·00			‡This is the date of opening of the original 2′ 6″ gauge line which was subsequently converted to, and opened on, the 5′ 6″ gauge on 5-1-08.
Khushalgarh to Koha	‡25-5-02	33·42			
			40·42		
Bhera branch—					
Malakwal to Miani	§10-4-80	8·69			§Dates of opening of original 3′ 3½″ gauge lines, subsequently converted to, and opened on, the 5′ 6″ gauge, Malakwal to Bhera, on 15-3-87.
Miani to Bhera	§2-2-82	9·11			
			17·80		
Bhaganwala branch—					
Haranpur to Bhaganwala	31-8-95	10·84			
			10·84		
Carried over .	...	...	458·72	2,601·88	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*a*) North Western railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	458·72	2,601·88	
FRONTIER SECTION (MILITARY)—*concld.*					
Dandot branch—					
Chalisa Junction to Khewra salt mines	*1-1-83	6·36			*Date of opening of the original 3′ 3⅜″ gauge line, subsequently converted to, and opened on, the 5′ 6″ gauge, Chalisa Junction to Khewra salt mines, on 15-8-87 and Khewra to Dandot on 1-8-89.
Khewra to Dandot	*1-1-83	2·15			
			8·51		
Kundian-Campbellpur section—					
Kundian to Daud Khel	15-3-92	32·81			
Daud Khel to Jand	1-4-99	54·65			
Jand to Basal	16-4-81	16·41			
Basal to Campbellpur	1-4-99	18·45			
			122·32		
Mari branch—					
Daud Khel to Mari	15-3-92	6·25			
			6·25		
Ghazi Ghat branch—					
Mahmud Kot to Ghazi Ghat	1-4-87	11·27			
			11·27		
Peshawar-Jamrud branch—					
Peshawar to Jamrud	1-1-01	11·04			
			11·04		
Sind-Pishin section—					
Main line—					
Ruk to Sibi	2-5-80	132·97			
Sibi to Sharigh	20-3-87	74·80			
Sharigh to Bostan	21-8-87	61·13			
Base of Bostan triangle loop	...	0·31			
Bostan to Kila Abdulla	25-1-88	38·14			
Kila Abdulla to Chaman	1-1-92	29·40			
			336·75		
Loop line—					
Sibi to Quetta	†1-5-82	86·76			† These are the dates of opening of the old alignment which, owing to frequent breaches by floods, was dismantled and realigned in certain parts of its length on 15th April 1897.
	†20-3-87				
Quetta to Bostan	21-8-87	20·57			
Bostan chord	1-1-98	1·34			
			108·67		
Rindli branch—					
Nari Bank to Rindli	...	11·83			
			11·83		
Quetta-Nushki extension—					
Spezand Junction to Nushki	15-11-05	83·28			
			83·28		
TOTAL OPEN MILEAGE FRONTIER SECTION (MILITARY)	...	...	...	1,158·64	
TOTAL OPEN MILEAGE (COMMERCIAL AND MILITARY)	...	...	...	3,760·52	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Nushki extension—					
Nushki to Dalbandin (sanctioned on 22nd August 1916)	...	115·00			
			115·00		
				115·00	
GRAND TOTAL	...	...	...	3,875·52	
DOUBLE LINE (COMMERCIAL AND MILITARY SECTIONS)—					
Kiamari to Karachi City	30-6-97	3·07			
Karachi City to Karachi Cantonment	13-5-61	2·30			
Karachi Cantonment to Pipri	20-6-97	21·45			
Pipri to Kotri	3-5-98	81·89			
Gidu to Hyderabad	1-4-13	3·56			
Gulistan to Chaman	*20-9-92	37·58			
Ab-i-Gum to Kolpur	*20-9-92	22·78			
Lodhran to Samasata	1-4-09	14·50			
Samasata to Khanpur	2-4-07	76·49			
Khanpur to Reti	3-4-07	62·00			
Reti to Rohri	1-6-07	70·05			
Rohri to Janvari	21-6-12	3·70			
Janvari to Begmanji	20-5-14	4·11			
Khararo to Chahi	20-5-14	6·74			
Amritsar to Lahore	15-1-06	32·33			
Lahore to Badami Bagh	18-10-09	1·34			
Badami Bagh to Shahdara	8-1-10	2·88			
Amritsar to Jandiala	23-3-10	11·28			
Jandiala to Botari	19-7-10	7·80			
Botari to Beas	10-12-10	6·85			
Beas to Dhilwan	28-2-14	1·99			
Dhilwan to Hamira	12-9-11	6·83			
Hamira to Jullundur Cantonment	13-3-10	15·95			
Jullundur Cantonment to Phagwara	20-4-11	10·22			
Phagwara to Ludhiana	1-6-11	24·30			
Ludhiana to Doraha	10-1-11	14·71			
Doraha to Gobindgarh	15-12-10	17·75			
Gobindgarh to Sirhind	10-1-11	5·00			
Sirhind to Rajpura	15-12-10	15·75			
Rajpura to Ambala	2-12-10	17·25			
Ambala to Kalanour	15-11-13	36·31			
Kalanour to Saharanpur	13-5-13	14·03			
Lahore to Raewind	16-7-12	23·94			
Hyderabad to Shahdadpur	1-7-15	45·60			
TOTAL DOUBLE LINE ...	...	...	722·33		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. NORTH WESTERN RAILWAY SYSTEM—*contd.*

8 (*a*) North Western railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed; and 68-lb. double-headed; of steel rails there are 60-lb., 61-lb., 62-lb., 70-lb., 75-lb., 90-lb., and 100-lb. flat-footed; 64-lb., 68-lb., and 75-lb. double-headed; 68-lb., 73-lb., 77½-lb., 84-lb. and 85-lb. bull-headed and 60-lb., 75-lb. and 90-lb. British standard section. On the double line the steel rails are 68-lb. double-headed, 77½-lb. bull-headed and 75-lb., 87-lb., 90-lb. and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron plates, (oval or round) pots and steel transverse sleepers are also extensively used.

Ballast.—The line is ballasted throughout with sand, bricks, and broken stone.

Fencing.—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Ruk to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

Curves.—The sharpest curve is of 455 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is about 1 in 350 with a 1 in 150 banking section between Kotri and Dadu with the following exceptions: between Kotri and Montgomery *viâ* Multan and between Lodhran and Lyallpur *viâ* Khanewal 1 in 500; between Karachi and Kotri and Jullundur and Hoshiarpur 1 in 200; between Sialkot and Jammu, Gurdaspur and Pathankot and Daudkhel and Mari 1 in 170; between Lala Musa and Peshawar and Sarai Kala and Haripur 1 in 100; between Sibi and Chaman and Sibi and Nushki 1 in 40 with 1 in 25 banking sections; between Daudkhel and Campbellpore, Rawalpindi and Kohat 1 in 70 and between Khushalgarh and Jand, Peshawar and Jamrud and Haripur and Havelian 1 in 50 and between Sody and Khewra 1 in 60.

Contract—

Nil.—The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1886 will be found in Appendix 38 to the Report for 1907.)—

Includes the Kohat-Thal, Nowshera-Durgai and Trans Indus (Kalabagh-Pannu) railways from date of opening, and the Kalka-Simla railway from 1907, the year in which it was taken into actual part of the North Western railway system.

Year.	Miles open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits *less* payments made on account of rebate.	Total income (column 5 + column 7).	Percentage of total income on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State *pertaining to each year.*	Commercial section. Earnings per mile per week.	Commercial section. Pro: of exp: to earnings.	Military section. Earnings per mile per week.	Military section. Pro: of exp: to earnings.	Entire line. Earnings per mile per week.	Entire line. Pro: of exp: to earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.		Rs.	
1886	1,55[illegible]	36,09,91,705	2,53,60,901	1,19,92,893	3·32		1,19,92,839	3·32	1,11,07,148	53,00,733	−47,15,042	...	...	...	...	261	52·49
1887	2,3[illegible]·59	38,37,70,672	2,10,03,388	57,77,585	1·51	...	57,77,585	1·51	1,01,56,779	50,30,322	−1,24,09,516	...	...	...	...	182	72·33
1888	2,14·73	34,71,81,203	2,57,79,305	83,66,598	2·11	...	83,66,598	2·11	1,09,18,938	83,45,756	−1,08,98,096	...	...	...	...	202	67·37
1889	2,14·10	1[illegible],84,51,603	2,82,[illegible],820	1,02,81,741	2·51	...	1,02,81,741	2·51	1,13,7[illegible],516	83,08,768	−94,00,43[illegible]	250	56·53	90	107·75	214	63·35
1890	2,465·[illegible]	41,81,37,620	2,73,99,045	1,02,57,601	2·45	...	1,02,57,601	2·45	1,16,66,585	74,54,323	−88,[illegible],307	293	54·95	88	110·72	219	62·36
1891	2,[illegible]·99	42,15,91,441	3,25,78,355	1,21,32,721	2·8[illegible]	...	1,21,32,721	2·8[illegible]	1,2[illegible],57,542	80,05,290	−7[illegible],40,[illegible]20	344	55·60	88	122·41	261	62·93
1892	2,528·06	43,00,61,140	2,64,35,665	94,50,980	2·20	...	94,50,980	2·20	1,24,2[illegible],030	89,84,076	−1,1[illegible],116	280	55·58	70	131·08	208	64·25
1893	2,575·23	44,09,74,651	2,92,68,732	97,97,641	2·22	...	[illegible],97,641	2·23	1,27,61,682	91,98,545	−1,[illegible],62,586	313	60·20	69	122·71	210	66·53
1894	2,53[illegible]·21	45,06,76,395	3,23,14,097	1,28,25,181	2·85	...	1,28,27,181	2·85	1,24,[illegible],279	1,03,59,245	−9[illegible],[illegible],343	347	5[illegible]·11	76	122·95	253	60·31
1895	2,575·[illegible]	46,50,84,932	3,52,18,382	1,64,46,998	3·53	...	1,64,46,998	3·53	1,35,01,193	1,03,17,385	−73,[illegible],580	379	48·79	75	116·14	274	53·30
1896	2,713·91	48,10,61,362	2,94,41,749	1,18,86,[illegible]09	2·47	...	1,18,86,409	2·47	1,42,35,427	96,43,588	−1,[illegible],[illegible],606	292	54·68	75	97·77	220	59·55
1897	2,817·02	49,07,95,756	3,24,03,448	1,14,78,847	3·05	−13,942	1,[illegible],58,[illegible]55	3·05	1,[illegible],40,2[illegible]	90,05,191	−8[illegible],[illegible],[illegible]31	302	49·70	72	93·74	225	54·34
1898	2,8[illegible]·61	49,65,81,389	3,76,01,912	1,85,74,360	3·74	...	1,85,74,360	3·74	1,50,41,459	86,35,840	−51,02,948	351	45·08	63	101·26	256	50·60
1899	2,944·80	50,27,26,300	3,52,21,759	1,60,89,[illegible]23	3·20	−17,318	1,60,71,805	3·20	1,50,40,201	85,61,406	−75,29,702	326	47·73	58	123·43	232	54·33
1900	3,000·67	50,85,96,582	3,15,22,237	1,32,19,151	2·60	−3,562	1,32,15,589	2·60	1,54,25,164	85,76,682	−1,07,8[illegible],257	275	52·34	60	107·61	202	58·02
1901	3,117·37	51,54,17,599	4,11,89,277	2,03,56,471	3·95	1,73,653	2,05,30,124	3·98	1,55,93,807	86,02,223	−36,65,9[illegible]5	350	45·41	69	90·55	255	50·32
1902	3,147·[illegible]	52,91,86,554	4,22,19,927	1,73,70,094	3·29	41,522	1,74,11,616	3·30	1,60,21,915	85,81,455	−71,91,784	360	53·63	67	112·42	262	58·62
1903	3,2[illegible]·7	53,53,09,487	4,93,83,876	2,5[illegible],08,517	4·67	81,050	2,50,89,567	4·69	1,63,40,061	85,77,130	+1,72,076	421	44·42	65	106·94	294	49·36
1904	3,317·54	55,14,60,717	6,16,56,310	3,22,92,909	5·86	2,22,023	3,25,14,932	5·90	1,69,17,362	85,77,430	+70,20,140	519	42·29	75	113·47	361	47·69
1905	3,400·86	57,66,87,197	5,86,74,943	2,90,52,383	5·04	4,28,070	2,94,80,453	5·11	1,76,38,636	85,77,430	+32,64,387	493	46·65	75	91·82	338	50·46
1906	3,503·69	60,67,74,838	6,18,66,041	2,93,40,919	4·84	5,33,840	2,98,74,759	4·93	1,87,21,081	85,77,430	+25,76,248	495	48·22	77	101·07	343	52·57
1907	3,614·89	64,67,43,048	7,04,86,241	3,38,51,329	5·23	7,48,270	3,45,99,599	5·35	1,58,47,585	85,77,430	+1,01,74,584	534	47·21	78	112·58	375	51·93
1908	3,618·10	69,00,11,581	5,61,66,152	*93,34,475	1·35	6,35,068	99,73,543	1·45	1,86,33,292	85,77,430	−1,72,37,179	413	76·58	81	148·06	208	83·34
1909	3,723·91	72,31,90,764	6,79,03,754	2,13,69,240	2·95	3,37,037	2,17,06,277	3·00	1,96,54,274	85,77,430	−65,25,427	499	62·52	79	140·79	355	68·48
1910	3,725·88	73,64,05,633	7,41,00,787	2,51,73,007	3·41	5,83,661	2,57,56,668	3·50	2,00,55,641	85,77,430	−28,76,403	531	61·59	82	122·51	382	65·99
1911	3,818·22	75,46,44,149	7,93,87,066	3,12,09,435	4·15	4,49,374	3,17,17,809	4·14	2,11,48,800	85,77,430	+19,91,579	567	56·26	86	117·39	402	60·61
1912	3,812·29	78,05,55,336	9,06,27,413	4,37,15,957	5·60	6,82,983	4,43,98,940	5·68	2,20,67,200	85,77,430	+1,37,54,310	638	48·12	91	100·16	466	51·76
1st qr. of 1913	3,814·97	79,99,81,406	2,00,25,197	50,07,041	0·62	−71,483	49,35,561	0·62	55,89,885	21,44,357	−27,98,681	559	70·99	83	130·03	402	75·00
1913-14	4,011·62	83,24,56,549	8,67,13,050	3,67,40,434	4·41	7,50,767	3,74,91,201	4·50	2,35,13,210	85,75,185	+54,02,806	574	54·31	98	99·30	423	57·63
1914-15	4,010·49	86,87,48,050	8,17,13,591	3,05,18,372	3·55	3,43,414	3,08,61,786	3·59	2,53,15,258	85,75,215	−30,28,687	518	59·38	111	96·27	319	62·65
1915-16	4,009·33	86,38,39,993	8,41,08,745	3,60,63,79[illegible]	4·17	45,324	3,61,09,117	4·18	2,56,65,610	85,88,505	+18,55,002	531	53·86	118	89·33	402	57·12
1916-17	4,057·98	87,37,14,828	9,83,15,253	5,10,32,430	5·84	1,72,266	5,12,04,696	5·86	2,46,10,281	91,87,155	+1,74,07,260	615	44·80	131	82·74	465	48·09

*The decrease in net earnings in 1908 was due chiefly to extraordinary charges incurred in the repairs of flood damages, accentuated by a fall in the gross earnings consequent upon the failure of the wheat export trade from Karachi and the diminution of traffic generally owing to famine and extensive breaches of the line caused by floods.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM**— *contd.*

8 (*b*) Amritsar-Patti railway (5′ 6″ gauge)—

Date of registration of the Company.—12th April 1905.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Amritsar to Tarn Taran	21-9-06	15·00	
Tarn Taran to Patti	30-12-06	12·05	
Patti to Kasur	4-4-10	27·21	
TOTAL	...	...	54·26

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed British standard steel rails laid on deodar, jarrah, chir and douglas fir sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—Station yards only are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 22nd May 1905, *between the Secretary of State and the Amritsar-Patti Railway Company* as to the construction, maintenance, management and working of the Amritsar-Patti railway.

Dated the 7th May 1909, *between the Secretary of State and the Amritsar-Patti Railway Company*, as to the construction, maintenance, management and working of the Patti-Kasur extension as an integral part of the Amritsar-Patti railway.

Dated the 28th October 1915 (supplemental to the contract of 1905 and 1909) *between Secretary of State and the Amritsar-Patti Railway Company*, as to the adoption of the Government financial year for the preparation of accounts, etc.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company, except for quarrying ballast, brickfields, other kindred purposes and temporary works.

(ii) *Government aid.*—The Government constructed the line (from funds supplied by the Company whose property it is), and manage, maintain, stock and work it, through the agency of the North Western railway.

By way of rebate the Government allow the Company, in respect of each year, such a sum up to 45 per cent of the gross earnings from traffic (excluding those derived from the carriage of stores) interchanged between the North Western railway and the Amritsar-Patti railway as shall, together with the net earnings of the Company, make up an amount equal to an interest for the year at a rate of 5 per cent per annum on the actual expenditure charged in the Capital Account, *plus* Rupees 7,200 on account of office expenses and expenses of management and direction and such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to Revenue, subject to the same limit.

(iii) *Terms of working.*— } For management, maintenance, working and provision of rolling-stock,
(iv) *Distribution of profits.*— } the Government retain 45 per cent of the gross earnings in each half-year of the Amritsar-Patti railway; the remainder, constituting the net earnings, is paid to the Company.

But should the net earnings of the Company in any year exceed the minimum amount sufficient to pay a dividend of 5 per cent per annum, such excess is to be applied towards the payment of office expenses and expenses of management and direction [referred to under (ii)] up to a limit of Rs. 15,000, the balance being divided equally between the Government and the Company.

(v) *Rates and fares.*—To be arranged between the Government and the working agency within the maximum and minimum in force on, and the classification of goods to be in conformity with that of the North Western railway.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} To be conveyed at the same rates and under the same arrangements as apply to State railways.

(vii) *Power of the Government to determine contract.*—The Government may, by giving twelve months' previous notice in writing of purchase, determine the contract either on the 31st December 1935 or on the 31st December in the last year of any subsequent period of 10 years, by paying to the Company in rupees 25 times the average yearly net earnings of the Company during the last preceding three years, subject to a limit of 20 per cent in excess of, but not less than, the total capital expenditure of the Company.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—None specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (t)}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*b*) Amritsar-Patti railway (5′ 5″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits.	Total income [column 5-column 7].	Percentage of total income on total capital outlay in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1906 .	27·49	11,90,964	15,368	8,452	0·71	...	8,452	0·71	69	45·00
1907 .	27·49	14,19,465	1,61,280	88,704	6·25	3,726	84,978	5·99	113	48·00
1908 .	27·49	14,87,400	1,79,461	98,703	6·63	4,852	93,851	6·24	126	45·00
1909 .	27·60	17,88,129	2,18,369	1,20,103	6·72	15,957	1,04,146	5·82	152	45·00
1910 .	54·26	26,67,469	3,64,322	2,00,378	7·51	30,922	1,69,456	6·35	146	45·00
1911 .	54·26	28,68,452	4,70,792	2,58,936	9·02	49,275	2,09,661	7·31	167	45·00
1912 .	54·26	28,70,826	5,24,419	2,88,431	10·03	61,317	2,27,114	7·91	186	45·00
1st qr. of 1913.	54·26	28,85,320	1,48,642	81,753	2·83	...	81,753	2·83	210	45·00
1913-14 .	54·26	29,55,802	7,41,391	4,07,765	13·79	78,965	3,28,800	11·12	263	45·00
1914-15 .	54·26	32,49,902	7,02,381	3,86,310	11·89	1,19,964	2,66,346	8·19	249	45·00
1915-16 .	54·26	34,04,702	6,79,328	3,73,630	10·97	1,49,118	2,24,512	6·59	239	45·00
1916-17 .	54·26	33,96,686	6,69,598	3,68,278	10·84	87,722	2,80,556	8·26	237	45·00

8 (*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Frontier of the Kashmir State to the left bank of the Tawi river near Jammu.	15-3-90	16·01	16·01

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced except at Sialkot station.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

Dated the 21st April 1913, having effect from 1st June 1912, *between the Government of India and the Kashmir Durbar,* as to construction and working.

Main provisions of agreement—

(i) *Land.*—Provided free of cost by the Durbar and the Government in their respective territories.

(ii) *Government aid.*—The section was constructed (from funds supplied by the Kashmir Durbar, whose property it is), and is managed, maintained, stocked and worked by the North Western railway.

By way of rebate the Government allow to the Durbar a payment on traffic interchanged with the North Western railway to such extent, as, together with the share of net earnings attributable to the section, will afford a total dividend of 3½ per cent per annum on the actual capital expenditure to end of each half-year, subject to the proviso that such rebate in no case exceeds the North Western railway's net earnings from traffic interchanged with the section.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retains 55·50 per cent of the gross earnings of the section, the remaining 44·50 per cent being credited to the Durbar, subject to the rebate noted under (ii).

(v) *Rates and fares.*—To be such as are from time to time in force on the main line of the North Western railway.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } To be conveyed on the same general conditions as those in force on the main line of the North Western railway.
(*c*) Services to the Durbar.—As in clauses 15, 16 and 17 of the agreement.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbar to surrender agreement.*—
(ix) *Term of agreement*— } The agreement is terminable on six months' notice by either side from and after 1st January 1917.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (l)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*c*) Jammu and Kashmir (Native State Section) (5' 6" gauge)—*concld.*

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1906 .	15·98	9,78,566	77,688	34,571	3·53	684	35,255	3·60	93	55·50
1907 .	15·98	9,79,109	80,172	35,677	3·64	—684	34,993	3·57	96	55·50
1908 .	15·98	9,93,606	85,390	37,999	3·82	...	37,999	3·82	103	55·50
1909 .	15·98	10,01,019	83,927	37,347	3·70	...	37,347	3·70	101	55·50
1910 .	15·79	10,10,234	86,918	38,679	3·82	...	38,679	3·82	106	55·50
1911	15·79	10,14,336	98,823	43,977	4·33	...	43,977	4·33	120	55·50
1912 .	15·79	10,27,239	81,400	36,223	3·50	...	36,223	3·50	99	55·50
1st qr. of 1913.	15·79	10,28,739	20,398	9,077	0·88	...	9,077	0·88	99	55·50
1913-14 .	16·01	10,28,643	1,15,662	51,470	5·00	...	51,470	5·00	140	55·50
1914-15 .	16·01	10,50,361	1,04,032	46,294	4·41	...	46,294	4·41	125	55·50
1915-16 .	16·01	10,52,682	1,36,263	60,611	5·76	...	60,611	5·76	163	55·50
1916-17 .	16·01	10,54,077	1,21,600	54,112	5·13	...	54,112	5·13	146	55·50

8 (*d*) Jullundur-Mukerian railway (5' 6" gauge)—

Date of registration of the Company.—27th February 1914.

The construction of the line by the Hoshiarpur Doab Branch Railways Company was authorised by the Railway Board in their letter No. $\frac{657}{970}$-R.C., dated the 13th March 1914.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jullundur City to Tanda Urmar	1-1-15	25·27	
Tanda Urmar to Dasuya	1-2-15	9·45	
Dasuya to Mukerian	1-3-15	10·09	
TOTAL	...	...	44·81

Details of construction—

Permanent-way.—The permanent-way consists of 58½-lb. and 60-lb. flat-footed steel rails on deodar sleepers. The 58½-lb. rails are in all respects, except in the width of foot, similar to the 60-lb. rails which are of British Standard section.

Ballast.—The line is ballasted throughout with stone.

Fencing.—Fencing has been provided only at first class level crossings for a short distance on each side of the gates.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contract.—

Dated the 21st February 1917, *between the Secretary of State and the Hoshiarpur Doab Branch Railways Company,* as to the construction, maintenance, management and working of the Jullundur-Mukerian and Phagwara-Rahon railways.

Main provisions of contract.—

(i) *Land.*—Land in British territory provided by Government free of cost to the Company.

(ii) *Government aid.*—By way of rebate Government allow to the Company, in respect of each year, such a sum, not exceeding the net earnings of the North Western railway derived from all traffic, except stores interchanged between the North Western railway and the said railways, as shall, together with the net earnings of the Company, be equal to the interest for the year at a rate of 5 per cent per annum on the share capital of the Company for the time being paid up. They also allow Rs. 10,000 on account of office expenses and expenses of management, as also actual expenses connected with direction of the Company specified in clause 6, Schedule II, of the Agreement, as well as such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to Revenue. Provided always that both these payments shall not exceed the net earnings of the North Western railway from traffic interchanged with these railways.

APPENDIX I—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head}}{\text{Sub-heads (a) to (i)}}$ **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*d*) Jullundur-Mukerian railway (5′ 6″ gauge)—*concld.*

Main provisions of agreement—*concld*

(iii) *Terms of working.*—For management, maintenance, working and use of rolling-stock, Government retain 50 per cent of the gross earnings of these railways in each half-year, the remainder constituting the net earnings is paid to the Company.

(iv) *Distribution of profits.*—Should the net earnings of the Company in any year exceed the minimum amount sufficient to pay a dividend of 5 per cent per annum, such excess is to be applied towards the payment of the office expenses and expenses of management and direction of the Company up to the limit provided for in clause 6 of Schedule II of the contract, the balance, if any, being divided equally between the Government and the Company, provided that if the surplus profits are insufficient to meet the administration charges, the difference will be paid to the Company by the working agency out of the stipulated amount retained by the latter as working expenses.

(v) *Rates and fares.*—To be sanctioned by the Secretary of State within the maximum and minimum in force on, and the classification of goods to be in conformity with that of, the North Western railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

There is no provision in the contract, except for police, telegraphs and telegraphic appliances which shall in all respects as far as practicable be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the same are carried on on the North Western railway.

(vii) *Power of the Government to determine contract.*—Government may, on giving 12 months' notice of purchase, determine the contract on the 31st March 1946 or on the 31st March in the last year of any subsequent period of 10 years by paying to the Company in rupees, 25 times the average yearly net earnings (excluding payments on account of rebate) during the last preceding 3 years, subject to a limit of 20 per cent in excess of, but not less than, the total capital expenditure of the Company.

The Government may also, by giving 12 months' notice of "special purchase", determine the contract at any time in the following cases:—

(*a*) when it is considered desirable to alter the gauge of the railways,

(*b*) when it is considered desirable to convert the railways into a line of through communication,

(*c*) when it is considered desirable to extend the said railways and the Company fails to raise additional capital for such extension within 6 months from date of receipt of the formal requisition from Government.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of the contract*—From 21st February 1917 to 31st March 1946 and thereafter as noted under (*vii*).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway (+), or share of surplus profits payable to the Secretary of State in England, (−).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1914-15.	45·40	19,88,431	2,795	1,397	0·07	...	1,397	0·07	5	50·00
1915-16	44·80	31,78,124	1,45,120	72,559	2·28	...	72,559	2·28	62	50·00
1916-17	44·81	31,47,561	2,11,597	1,05,799		+51,701	1,57,500	5·00	91	50·00

8(*e*) Khanpur-Chachran railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Khanpur to Chachran	2-7-11	22·02	22·02

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. NORTH WESTERN RAILWAY SYSTEM—*contd.*

8 (*e*) **Khanpur-Chachran railway** (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on jarrah sleepers.

Ballast.—The line is ballasted with brick and stone.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Agreement—

Dated the 21st August 1912 (having effect from the 1st January 1911), *between the Secretary of State and the Bahawalpur Durbar*, as to the construction, maintenance and working of the Khanpur-Chachran railway by the North Western railway.

Main provisions of agreement—

(i) *Land.*—To be provided free of cost by the Bahawalpur Durbar, both during and after construction.

(ii) *Government aid.*—The line was constructed by the Government (from funds supplied by the Bahawalpur Durbar, whose property it is), and is managed, maintained, stocked and worked, through the agency of the North Western railway as if it were part of its system.

By way of rebate Government allow to the Durbar a sum not exceeding in any year the net earnings of the North Western railway from traffic interchanged with the Khanpur-Chachran branch railway, excluding the net earnings from carriage of railway stores, as shall, together with the net earnings of the branch, make up an amount equal to interest at 3 per cent per annum on the actual expenditure charged in the capital account of the branch.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retains 50 per cent of the gross earnings of the branch, the balance being paid to the Durbar.

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high officials and stores of both the Government and the Durbar.—
(*b*) Government and Durbar bullion and coin, and the persons in charge thereof.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbar to surrender agreement.*— } The agreement is terminable on the 1st January or 1st July in any year after 1935, on six months' notice given by either party to the other. The Government may also determine the agreement at any time, on six months' notice, should either the North Western railway or the Bahawalpur Durbar fail to observe their respective obligations.

Upon the determination of the agreement the North Western railway shall give to the Bahawalpur Durbar possession of the Khanpur-Chachran railway, together with all its belongings and moneys then payable to it, after which the Bahawalpur Durbar shall indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Khanpur-Chachran railway. The Government may also determine the agreement at any time on giving six months' notice in writing should either the North Western railway or the Durbar fail to observe their respective obligations.

(ix) *Term of contract.*—From the 1st January 1911 until 1935, subject to (vii) and (viii).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1911 .	22·02	13,95,947	12,861	6,431	0·46	..	6,431	0·46	22	50·00
1912 .	22·02	13,84,971	28,854	14,426	1·01	13,721	28,147	2·03	25	50·00
1st qr. of 1913.	22·02	13,95,029	6,720	3,360	0·24	13,567	16,927	1·21	23	50·00
1913-14 .	22·02	14,00,387	36,875	18,437	1·31	17,937	36,374	2·60	32	50·00
1914-15 .	22·02	14,00,328	36,516	18,257	1·30	24,179	42,436	3·03	32	50·00
1915-16 .	22·02	13,99,937	32,815	16,407	1·17	37,794	54,201	3·87	29	50·00
1916-17 .	22·02	14,00,003	39,729	19,865	1·42	22,134	41,999	3·00	35	50·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (l)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*f*) **Ludhiana-Dhuri-Jakhal railway** (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ludhiana *vid* Dhuri to Jakhal	10-4-01	78·65	78·65

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

Ballast.—The line is ballasted throughout with brick, stone and kunkur.

Fencing.—Only station yards and about 100 feet on each side of level crossings are fenced.

Curves.—The sharpest curve is of 1,364 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Agreement—

Dated the 6th September 1899, *between the Secretary of State and the Maler Kotla and Jhind Durbars,* as to the construction, maintenance and working.

Main provisions of agreement—

(i) *Land.*—Provided free of cost by the Government in the case of British territory and by the Durbars concerned in the case of Native States' territory up to the date of the agreement of 1899; thereafter all land provided by the Maler Kotla and Jhind Durbars is debited to capital.

(ii) *Government aid.*—The Government constructed the line (from funds supplied in the ratio of $\frac{4}{5}$ths, and $\frac{1}{5}$th, respectively, by the Jhind and Maler Kotla Durbars, whose property it is), and manage, maintain, stock and work it, through the agency of the North Western railway, as part of its system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retain 55 per cent, which has, with effect from the 1st January 1913, in pursuance of Foreign Department Memoranda Nos. 2044-I. B. and 2302-I. B., dated, respectively, the 27th September and 5th November 1912, been reduced to 52 per cent, of the gross earnings; and the balance is paid to the Jhind and Maler Kotla Durbars to be divided between them in the ratio of $\frac{4}{5}$ths to the former and $\frac{1}{5}$th to the latter.

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high officials and stores, both of the Government and the Durbars.—
(*b*) Bullion and coin of Government and the Durbars, and the persons in charge thereof.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbars to surrender agreement.*—
(ix) *Term of contract.*— } Either party may determine the agreement on the 1st January or 1st July in any year, by giving six months' notice to the other. Upon the determination of the agreement the North Western railway will give to the Maler Kotla and Jhind Durbars possession of the railway, all its belongings and moneys then payable to them, after which the Durbars will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Ludhiana-Dhuri-Jakhal railway. The Government may also determine the contract at any time on six months' notice in writing should either the North Western railway or the Durbars fail to observe their respective obligations.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (i)}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*f*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion expense to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	78·65	41,81,658	6,45,356	2,90,410	6·94	153	55 00
1908	78·65	41,86,647	6,24,593	2,81,067	6·71	153	55·00
1909	78·65	41,89,158	6,13,490	2,76,070	6·59	150	55·00
1910	78·65	41,88,289	8,30,707	3,73,818	8·92	203	55·00
1911	78·65	41,92,181	6,55,093	2,94,792	7·03	160	55·00
1912	78 65	41,91,995	7,16,119	3,22,253	7·68	175	55·00
1st qr. of 1913	78 65	41,96,109	2,00,611	90,275	2·15	196	55·00
1913-14	78·65	42,19,576	8,92,734	4,34,531	10·30	218	51·33
1914-15	78·65	42,37,467	7,49,354	3,59,690	8·49	183	52·00
1915-16	78·65	42,53,978	9,08,985	4,36,313	10·26	221	52·00
1916-17	78·65	42,88,185	8,58,406	4,12,035	9·61	209	52·00

8 (*g*) Mandra-Bhaun railway (5′ 6″ gauge)—

Date of registration of the Company.—13th November 1913.

The construction of this line by the North Western railway for the Mandra-Bhaun Railway Company was sanctioned under Railway Board's Notification No. 355, dated the 3rd December 1913.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mandra to Dhudial	1-5-15	27·25	
Dhudial to Chak Naurang	1-6-15	4·25	
Chak Naurang to Chakwal	1-9-15	7·86	
Chakwal to Bhaun	15-1-16	7·02	
TOTAL	...	...	46·38

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 60-lb. flat-footed steel rails laid on creopine, Douglas fir and second-hand steel trough sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100 compensated.

Contract—

Dated the 15th October 1914, *between the Secretary of State and the Mandra-Bhaun Railway Company*, as to the construction, maintenance, management and working of the Mandra-Bhaun railway.

Main provisions of contract—

(i) *Land*—Provided by the Government free of cost to the Company.

(ii) *Government aid*—The line was constructed by the Government (from funds supplied by the Mandra-Bhaun Railway Company whose property it is), and is managed, maintained, stocked and worked through the agency of the North Western railway as if it were part of its system.

By way of rebate the Government allow to the Company, in respect of each year, such a sum, not exceeding the net earnings of the North Western railway derived from all traffic (except stores) interchanged between the North Western railway and the said Railway as shall, together with the net earnings of the Company, be equal to the interest for the year at a rate of 5 per cent per annum on the share capital of the Company for the time being paid up. They also allow Rs. 7,200 on account of office expenses and expenses of management of the Company, as also actual expenses connected with the direction of the Company, etc.,

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*g*) Mandra-Bhaun railway (5′ 6″ gauge)—*concld.*

Main provisions of contract—*concld.*

specified in clause 7 of schedule II of the Agreement, as well as such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to revenue.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, working and use of rolling-stock, the Government retain 50 per cent of the gross earnings in each half-year of the Mandra-Bhaun railway; the remainder, constituting the net earnings, is paid to the Company.

But should the net earnings of the Company in any year exceed the minimum amount sufficient to pay a dividend of 5 per cent per annum, such excess is to be applied towards the payment of office expenses and expenses of management and direction of the Company for the year referred to under (*ii*) the balance, if any, being divided equally between the Government and the Company. Provided that if the surplus profits are insufficient to meet the administration charges, the balance will be paid to the Company by the Working Agency out of the stipulated amount retained by the Working Agency as working expenses.

(v) *Rates and fares.*—To be sanctioned by the Secretary of State within the maximum and minimum in force on, and the classification of goods to be in conformity with that of, the North Western railway.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } To be conveyed at the same rates and under the same arrangements as apply to the North Western railway.

(vii) *Powers of the Government to determine contract.*—The Government may, by giving 12 months' previous notice in writing of purchase, determine the contract either on the 31st day of March 1947 or on the 31st day of March of the last year of any subsequent period of 10 years, by paying to the Company in rupees 25 times the average yearly net earnings (excluding payments on account of rebate) during the last preceding 3 years subject to a limit of 20 per cent in excess of, but not less than, the total capital expenditure of the Company.

The Government may also, by giving 12 months' 'notice of special purchase', determine the contract at any time in the following cases:—
(*a*) when it is considered desirable to alter the gauge of the railway;
(*b*) when it is considered desirable to convert the railway into a line of through communication; and
(*c*) when it is considered desirable to extend the railway and the Company fails to raise additional capital for such extension within 6 months from receipt of the formal requisition from the Government

If the contract be determined 'by notice of special puchase' the Government will pay to the Company 25 times the average yearly net earnings (excluding payments on account of rebate) during the 3 years preceding the purchase, or 115 per cent of the total capital expenditure, whichever may be the greater.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—From 15th October 1914 to 30th March 1947 and thereafter as noted under (vii).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western Railway (+), or share of surplus profits payable to Government (—).	Total income (column 5 + or — column 7).	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1915-16	46·38	21,35,280	20,484	10,242	0·48	...	10,242	0·42	8	50·00
1916-17	46·38	23,84,347	1,74,214	87,107	3·65	+31,162	1,18,269	4·96	72	50·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM—***contd.*

8 (*h*) Phagwara-Rahon railway (5′ 6″ gauge)—

Date of registration of the Company.—27th February 1914.

The construction of the line by the Hoshiarpur Doab Branch Railways Company was authorised by the Railway Board in their letter No. $\frac{657}{970}$-R.C., dated the 13th March 1914.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Phagwara to Kariah	1-4-15	17·84	
Kariah to Rahon	27-5-15	7·95	
TOTAL OPEN MILAGE	...	...	25·79
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Nawashahr to Jaijon (7th March 1916)	...	19·00	19·00
GRAND TOTAL	...	...	44·79

Details of construction—

Permanent-way.—The permanent-way consists of 58½-lb. and 60-lb. flat-footed steel rails laid on deodar sleepeers. The 58½-lb. rails are in all respects, except in the width of foot, similar to the 60-lb. rails which are of British standard section.

Ballast.—The line is ballasted with stone. The facing points, crossings, passenger platforms, level, crossings, bridge approaches and sharper curves are ballasted with brick.

Fencing.—All important level crossings only have been provided with fencing.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Contract—
Main provisions of contract— } As noted under 8 (*d*) Jullundur-Mukerian railway.
Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway (+), *or* share of surplus profits payable to Government (−).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1915-16	25·84	12,97,446	1,26,562	63,281	4·27	...	63,281	4·87	94	50·00
1916-17	25·79	23,23,847	1,88,481	94,241	4·06	−26,741	67,500	2·90	141	50·00

8 (*i*) Rajpura-Bhatinda railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Rajpura to Patiala	1-11-84	16·00	
Patiala to Bhatinda	13-10-89	92·04	
TOTAL	...	...	108·04

Details of construction—

Permanent-way.—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on deodar, chir and jarrah sleepers.

Ballast.—The line is ballasted throughout with brick and stone.

Fencing.—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 250.

Agreement—

Dated the 30th January 1893, *between the Secretary of State and the Patiala Durbar*, as to management, maintenance and working.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number. $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (i)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*i*) Rajpura-Bhatinda railway (5′ 6″ gauge)—*concld.*

Main provisions of agreement—

(i) *Land.*—For original construction was provided free of cost by the Patiala Durbar ; the cost of that provided after 13th October 1889 (the date on which the agreement came into force) is debited to capital.

(ii) *Government aid.*—The line, which is the property of the Patiala Durbar, is managed, maintained, stocked and worked by the Government through the agency of the North Western railway as part of its system from the 13th October 1889.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retains 55 per cent of the gross earnings (reduced to 52 per cent from 1st January 1904, in accordance with the Government of India, Public Works Department, No. $\frac{817}{818}$ R.T., dated the 5th October 1903, to the address of the $\frac{\text{Government of the Punjab}}{\text{Manager, North Western railway}}$) and the balance is paid to the Patiala Durbar.

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high officials and stores both of the Government and of the Durbar.—
(*b*) Government and Durbar bullion and coin, and the persons in charge thereof.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbar to surrender agreement.*—
(ix) *Term of agreement.*— } The agreement is terminable on the 1st January or the 1st July in any year on six months' previous notice being given by either party to the agreement to the other. The Government may also determine the contract at any time on six months' notice in writing, should either the North Western railway, or the Patiala Durbar, fail to observe their respective obligations. Upon the determination of the agreement the North Western railway will give to the Patiala Durbar possession of the railway, all its belongings and moneys then payable to it, after which the Patiala Durbar will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Rajpura-Bhatinda railway.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	107·05	68,14,790	14,80,997	7,10,878	10·43	266	52·00
1908	107·05	68,52,951	13,74,351	6,59,689	9·63	247	52·00
1909	106·45	68,69,482	13,15,393	6,31,388	9·19	237	52·00
1910	106·45	68,92,203	13,91,108	6,67,731	9·68	251	52·00
1911	107·01	69,89,254	16,30,470	7,82,625	11·20	293	52·00
1912	108·04	70,42,212	20,30,809	9,74,788	13·84	363	52·00
1st qr. of 1913. .	108·04	70,73,101	4,35,345	2,08,966	2·95	310	52·00
1913-14 . . .	108·04	71,54,898	19,79,514	9,50,167	13·28	352	52·00
1914-15 . . .	108·04	72,49,445	13,42,862	6,44,574	8·89	239	52·00
1915-16 . . .	108·04	72,75,107	16,73,791	8,03,419	11·04	296	52·00
1916-17 . . .	108·04	73,11,085	18,09,610	8,68,613	11·82	321	52·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*j*) Sialkot-Narowal railway (5′ 6″ gauge)—

Date of registration of the Company.—21st July 1914.

The construction of this line by the North Western railway for the Sialkot-Narowal Railway Company was sanctioned under Railway Board's Notification No. 19, dated the 26th January 1915.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Sialkot to Kila Sobha Singh	10-11-15	27·15	
Kila Sobha Singh to Narowal	10-1-16	11·00	
TOTAL	...	...	38·15

Details of construction—

Permanent-way.—The permanent-way consists of new 60-lb. flat-footed British standard section steel rail laid on new wooden sleepers.

Ballast.—The line is ballasted with shingle with a bottom layer of brick ballast.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Contract—
Main provisions of contract— } The line has been constructed and is being maintained and worked under the terms of a contract which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, the N. W. Ry. (+), or share of surplus profits to, (—), the Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.			Rs.		Rs.	
1915-16	38·15	24,47,581	27,067	13,533	0·55	...	13,533	0·55	14	50·00
1916-17	38 15	27,23,628	2,13,696	1,06,848	3·92	+25,923	1,32,771	4·87	107	50·00

8 (*k*) Southern Punjab railway (Main line) (5′ 6″ gauge)—

Chairman.—Sir Bradford Leslie, K.C.I.E.

Secretary.—E. J. Shepherd, Esq.

Offices.—Egypt House, 36, New Broad Street, London, E.C.

Date of registration of the Company.—30th July 1895.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*k*) Southern Punjab railway (Main line) (5′ 6″ gauge)—*contd* .

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Delhi *vid* Bhatinda to Samasata	10-11-97	399·23			
Independent entrance from Delhi Brewery to Delhi.	20-12-09	0·79	400·02		
Branches—					
Narwana to Kaithal	*1-2-99	23·38	23·38		
Jind Junction to Jind city	7-8-16	2·52	2·52		
TOTAL . .	...	...	...	425·92	* For goods traffic. Opened for passenger traffic —8th March 1899.
DOUBLE LINE—					
Between Delhi Brewery Cabin Junction and Delhi Kishengunge.	1-1-12 1-7-12	0·19 1·37	1·56		

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine, deodar, jarrah, sal and douglas fir.

Ballast.—The line is ballasted throughout with brick stone and kunkar.

Fencing.—The line is fenced from Delhi Kishengunge to Nangloi (8·80 miles) only.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 333.

Contracts—

Dated the 13th August 1895 (called the principal contract), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the line from Delhi to Samasata.

Dated the 4th May 1899 (supplemental to the contract of 1895), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Narwana-Kaithal branch.

Dated the 4th June 1903 (supplemental to the contract of 1895), *between the Secretary of State and the Southern Punjab Railway Company*, as to the adoption of 1*s*. 4*d*. per rupee as the "prescribed" rate of exchange.

Dated the 4th October 1905 (supplemental to the contracts of 1895, 1899 and 1903), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Southern Punjab "Ludhiana" Extension.

Dated the 14th May 1908 (supplemental to the contracts of 1895, 1899, 1903 and 1905), *between the Secretary of State and the Southern Punjab Railway Company*, for the purpose of defining the position of the Ludhiana-Dhuri-Jakhal railway in relation to the Southern Punjab railway.

Dated the 24th June 1909 (supplemental to the contracts of 1895, 1899, 1903, 1905, and 1908), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Sutlej Valley railway.

Dated the 9th July 1912 (supplemental to the contracts of 1895, 1899, 1903, 1905, 1908 and 1909), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction maintenance and working of the Jullundur Doab railway.

Dated the 20th January 1913 (supplemental to the contract of 1912), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction of the Jullundur City-Nakodar branch as part of the Jullundur Doab railway.

Dated the 22nd April 1914 (supplemental to the contracts of 1895, 1899, 1903, 1905, 1908, 1909, 1912 and 1913) *between the Secretary of State and the Southern Punjab Railway Company*, as to the adoption of the Government Financial year for the preparation of accounts, as to the adoption of the year ending 30th September, instead of that ending 31st December, for purposes of payment of rebate and division of surplus profits and as to the apportionment, if necessary, of the net earnings, in the event of the purchase of the railway by notice of purchase.

Main provisions of contracts—

(i) *Land.*—In British territory provided by the Government free of cost to the Company. As to that in the territories of any Native State, the Government undertake to use their influence to acquire it for the Company, as far as possible, on the same terms.

(ii) *Government aid.*—The Government manage, maintain, stock and work the railway in all respects as far as practicable as part of the North Western Railway System; and allow to the Company in respect of each half-year, by way of rebate, on the net earnings of the North Western railway from traffic interchanged with the Southern Punjab railway and from all traffic, except coaching traffic, originating and terminating at stations of the North Western railway proper

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t).}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*k*) Southern Punjab railway (Main line) (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(including the stations at Delhi and Samasata, respectively, but not including the stations of the Patiala State railway) as shall be sent over the said railway by the North Western railway in exercise of the power conferred upon, or reserved to, it by sub-clause 5 of clause 18 of the contract of 1895, such a sum (not exceeding the net earnings of the North Western railway) from the traffic above specified as together with the Company's net earnings, make up an amount equal to interest for the year at 3½ per cent per annum on the actual expenditure charged in the capital account.

(iii) *Terms of working.*—For management, maintenance, provision of rolling-stock and working, the Government retain 52 per cent of the gross earnings, the remainder being the net earnings of the Company. Such net earnings, together with the rebate referred to under (ii), constitute the Company's net receipts.

(iv) *Distribution of profits.*—Surplus profits in excess of 3¾ per cent per annum on the total expenditure of the Company in sterling are divisible equally at the close of each year between the Government and the Company, provided that, after the completion of the Ludhiana Extension, a sum of £5,000 per annum is deducted from the net receipts of the Company's existing lines for administrative expenses in England and India before division of profits.

(v) *Rates and fares.*—To be fixed by the Government within the maxima and minima for the time being in force on the North Western railway.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} To be conveyed at the same rates and under the same arrangements as may be in force on State railways.

(vii) *Power of the Government to determine contract.*—Government may, by giving twelve months' notice of purchase, determine the contract on the 31st December 1929, or on the 31st December 1934 or on the 31st December of the last year of any subsequent period of ten years except the period expiring on 31st December 1954, by paying to the Company in sterling a sum equal to 25 times the yearly average of the Company's share of the net earnings of the railway during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company in sterling nor be less than such capital expenditure. Government may also determine the contract on the 31st December 1954 by paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract [if not determined under* (vii) *or* (viii)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from N. W. Ry., (+), or share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1897 .	399·80	1,99,08,812	1,61,038	77,298	0·39	+19,942	97,240	0·49	52	52·00	Adjustments under the Cripps' award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years.
1898 .	399·80	2,23,62,921	16,29,122	7,81,978	3·49	...	7,81,978	3·49	74	52·00	
1899 .	423·18	2,26,68,262	16,11,010	7,73,285	3·41	+17,318	7,90,603	3·48	73	52·00	
1900 .	423·93	2,26,57,063	16,36,280	7,89,360	3·48	+ 3,562	7,92,922	3·50	74	52·00	
1901 .	423·93	2,25,70,734	24,96,333	11,98,240	5·31	—2,53,275	9,44,965	4·19	113	52·00	
1902 .	424·72	2,27,93,660	19,41,541	9,31,940	4·09	—89,973	8,41,967	3·69	88	52·00	
1903 .	425·33	2,28,27,906	21,59,158	10,36,396	4·54	—1,16,614	9,19,782	4·03	98	52·00	
1904	425·33	2,29,43,454	27,47,442	13,18,772	5·74	—2,40,817	10,77,955	4·70	124	52·00	
1905	425·33	2,30,13,696	36,40,372	17,47,379	7·59	—4,54,082	12,93,297	5·62	165	52·00	
1906 .	425·33	2,31,30,148	41,67,059	20,00,188	8·65	—5,76,959	14,23,229	6·15	188	52·00	
1907 .	423·75	2,31,79,761	50,37,456	24,17,978	10·43	—7,76,243	16,41,735	7·08	228	52·00	
1908 .	423·75	2,33,22,671	44,44,156	21,33,194	9·14	—6,28,229	15,04,965	6·45	202	52·00	
1909 .	424·06	2,35,69,932	33,15,733	15,91,551	6·75	—3,56,959	12,34,592	5·24	150	52·00	
1910 .	424·06	2,39,18,571	43,21,320	20,74,234	8·67	—5,94,776	14,79,458	6·19	196	52·00	
1911 .	424·06	2,43,04,411	50,29,087	24,13,962	9·93	—7,56,864	16,57,098	6·82	228	52·00	
1912 .	424·06	2,47,35,830	58,22,883	28,23,784	11·41	—9,56,408	18,67,376	7·55	267	52·00	
1st qr. of 1913.	424·06	2,49,47,567	10,97,941	5,27,012	2·11	—1,47,261	3,79,751	1·52	199	52·00	
1913-14 .	424·06	2,56,22,112	57,93,323	27,80,795	10·85	—9,22,290	18,58,505	7·25	263	52·00	
1914-15 .	424·06	2,62,48,269	52,97,182	25,42,648	9·69	—7,77,584	17,65,064	6 72	240	52·00	
1915-16 .	424·06	2,70,79,228	63,24,292	30,34,181	11·20	—10,22,377	20,11,804	7 43	285	52·00	
1916-17 .	425.92	2,72,88,117	55,33,401	26,54,729	9·73	—8,46,08	18,08,642	6·63	250	52·00	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 / Sub-heads (*a*) to (*t*). **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*l*) Southern Punjab railway (Jullundur Doab Extension) (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Jullundur City to Kapurthala	*23-6-12	12·72			
Kapurthala to Sultanpur Lodi	*26-8-12	16·56			*For goods traffic. Opened for passenger traffic—1st January 1913.
Sultanpur Lodi to Lohian Khas	1-1-13	4·48			
Lohian Khas to Gidarpindi	10-1-14	3·82			
Gidarpindi to Makhu	14-4-14	8·29			
Makhu to Ferozepore Cantonment	11-8-13	26·43			
			72·30		
Phillaur extension—					
Lohian Khas to Phillaur	1-6-13	38·99			
			38·99		
Jullundur City-Nakodar branch—					
Jullundur City to Nakodar.	30-5-14	18·90			
			18·90		
GRAND TOTAL	...	...	...	130·19	

Details of construction—

Permanent-way.—The permanent-way consists of 78-lb. double-headed rails on Bradford Leslie pattern cast iron plate sleepers, of 75-lb. flat-footed British standard rails on deodar sleepers with bearing plates at bridges, points and crossings and of 60-lb. flat-footed British standard rails on deodar sleepers on goods and minor sidings.

Ballast.—Except the length between Jullundur City and Nakodar, the line is ballasted with sand and brick.

Fencing.—The line is unfenced except round station yards and at level crossings.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The steepest gradient is 1 in 222.

Contracts—

Dated 9th July 1912, *between the Secretary of State and the Southern Punjab Railway Company,* as to the construction, maintenance and working of the Jullundur Doab railway, supplementary to the provisions of the contract of the 13th August 1895 (called the principal contract) and of the contracts of the 4th May 1899, the 4th June 1903, the 4th October 1905, the 14th May 1908 and the 24th June 1909, between the Secretary of State and the Southern Punjab Railway Company.

Dated the 20th January 1913 (supplemental to the contract of 1912), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction of the Jullundur-Nakodar chord as part of the Jullundur Doab Railway.

Main provisions of contracts—

(i) *Land.*—Land in British territory provided by the Government free of cost, and that in Native State (not being waste land) on payment of compensation by the Company, unless the Durbar waive their claim to such compensation.

(ii) *Government aid.*—The Government manage, maintain, stock and work the railway in all respects as far as practicable as a part of the North Western railway system and allow to the Company in respect of this line, for each year, by way of rebate, on the net earnings of the North Western railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as together with the net earnings of the Jullundur Doab Railway will be equal to interest for such year at the rate of 4½ per cent on the capital expenditure of the Company on the Jullundur Doab railway as charged to the Capital Account, provided that if in any year the rebate so ascertained shall exceed the aggregate of the following two sums :—

(*a*) net earnings of the North Western railway from its traffic interchanged with the Jullundur Doab railway and between the Jullundur Doab railway and foreign lines passing by way of the North Western railway and from traffic, except coaching traffic, originating and terminating at stations on the North Western railway proper (including the stations at Delhi, Samasata, Ferozepore, Ludhiana, Kasur, and Lodhran, Jullundur and Phillaur and including also stations on the Amritsar-Patti railway and stations on any lines joining the North Western railway at Jullundur or Phillaur from the North or the East) and sent over the Jullundur Doab railway, other than the traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or clause 13 of the contract of 1909 or under all such clauses.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*l*) Southern Punjab railway (Jullundur Doab Extension) (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(*b*) such surplus of net earnings of the North Western railway in respect of traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or clause 13 of the contract of 1909 or under all or any of such clauses, as shall remain after satisfying claims under such clauses or either of them (if any),

then the rebate for such year shall be reduced to an amount equal to the aggregate of the said two sums.

(iii) *Terms of working.*—For management, maintenance, provision of rolling-stock and working, Government retain 52 per cent of gross earnings, the remainder being the net earnings of the Company. Such net earnings together with the rebate referred to under (ii) above constitute the Company's net receipts.

(iv) *Distribution of profits.*—Surplus profits in excess of 4½ per cent per annum on the total capital expenditure of the Company are divisible at the close of each year between the Company and the Secretary of State in the proportion of ¼th to the Company and ¾ths to the Secretary of State subject to the provisions laid down in clause 26 of the contract of 1912.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to surrender contract.*—
(ix) *Term of contract* [*if not determined under* (*vii*) *and* (*viii*)].—

As noted under 8 (*k*), Southern Punjab railway (main line) (5′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway (+), or share of surplus profits payable to the Secretary of State in England. (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1912 .	28·25	1,01,82,301	8,129	3,902	0·03	...	3,902	0·03	13	52·00
1st qr. of 1913 .	32·73	1,10,18,745	29,673	14,243	0·13	+17,649	31,892	0·29	70	52·00
1913-14 .	102·97	1,32,49,258	2,62,639	1,26,067	0·95	+1,72,394	2,98,461	2·25	60	52·00
1914-15 .	133·48	1,31,32,305	4,49,006	2,15,523	1·64	+3,52,781	5,68,304	4·33	65	52·00
1915-16 .	130·19	1,32,91,134	4,52,087	2,17,002	1·63	+3,81,506	5,98,508	4·50	66	52·00
1916-17 .	130·19	1,32,40,677	4,63,283	2,22,376	1·68	+3,72,278	5,94,654	4·49	68	52·00

8 (*m*) Southern Punjab railway (Ludhiana extension) (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Ludhiana to Ferozepore	*10-6-05	76·68		*For goods traffic. Opened for passenger traffic—1st October 1905.
Ferozepore to MacLeod Ganj	10-2-06	75·36		
TOTAL ...	...	...	152·04	

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah, Douglas fir and deodar sleepers.

Ballast.—The line is ballasted with brick and stone.

Fencing.—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are fenced.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*m*) Southern Punjab railway (Ludhiana Extension) (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Main provisions of contracts—

This extension is worked by the Government, through the agency of the North Western railway as a part of the Southern Punjab railway under the provisions of the contracts noted under 8(*k*), Southern Punjab railway (main line) (5′ 6″ gauge), except as follows :—

(i) *Government aid.*—The Government allow to the Company, in respect of each half-year, a rebate on the net earnings of the North Western railway derived from—

(*a*) the traffic interchanged between the North Western railway and this railway, whether directly or by way of the other railways of the Company ;

(*b*) all traffic, except coaching traffic, originating and terminating at stations of the North Western railway proper (including the stations at Delhi, Samasata, Ferozepore and Ludhiana respectively) which shall be sent over this railway by the North Western railway in exercise of the power conferred upon, or reserved to, it by sub-clause 5 of clause 18 of the contract of 1895 ; and

(*c*) coaching traffic between Ludhiana and Ferozepore over and above the average earnings of the North Western railway from such traffic during the corresponding half-year in the five years preceding the opening of this line.

Such rebate to be of an amount which shall not exceed the amount of the said net earnings, and which, when added to all allowances by way of rebate made to the Company under the provisions of the contracts of 1895 and 1899 in respect of the same half-year, shall not exceed the net earnings of the North Western railway from all traffic interchanged with or sent over any part of the Company's lines (including this line), but which, subject as aforesaid, shall extend to an amount sufficient, with the net earnings of this line, to make up interest at the rate of 5 per cent per annum on the capital expenditure of the Company in respect of this line as charged in the capital account.

Provided that the Company shall not in any half-year be entitled, under clause 12 of the contract of 1905, to any rebate in respect of traffic which is also the subject of rebate under clause 23 of the contract of 1895 and if to the extent to which in that half-year the sum required to make up the earnings of the Company to 3½ per cent under clause 23 of the contract of 1895 would have been insufficient for that purpose without taking into account such traffic or some part thereof, but any surplus of net earnings of the North Western railway in respect of traffic which is subject to rebate both under the first part of clause 12 of the contract of 1905, and also under the contract of 1895 which shall remain after satisfying any claim under the contract of 1895, shall nevertheless be applicable to meet any claim of the Company to rebate under clause 12 of the contract of 1905.

(ii) *Distribution of profits.*—Surplus net receipts in excess of 5 per cent per annum on the Company's total capital expenditure in respect of the extension are divisible at the close of each year in the proportion of ¼th to the Company and ¾ths to the Government.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway, (+), or share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 .	77·05	70,09,669	73,332	35,200	0·50	+10,500	45,700	0·65	33	52·00
1906 .	155·05	79,33,781	6,29,557	3,02,187	3·81	+56,692	3,58,879	4·52	78	52·00
1907 .	152·04	83,43,814	8,98,142	4,31,108	5·17	—15,147	4,15,961	4·99	113	52·00
1908 .	152·04	87,92,087	8,31,931	3,99,327	4·54	+29,270	4,28,597	4·87	105	52·00
1909 .	152·04	89,06,132	7,88,692	3,78,573	4·25	+65,713	4,44,286	4·98	100	52·00
1910 .	152·04	89,40,892	10,03,716	4,81,784	5·39	—24,458	4,57,326	5·11	127	52·00
1911 .	152·04	89,83,708	10,90,618	5,26,497	5·82	—56,014	4,67,483	5·20	138	52·00
1912 .	152·04	90,15,837	11,77,568	5,65,233	6·26	—84,060	4,81,173	5·34	149	52·00
1st qr of 1913 .	152·04	90,16,169	2,88,228	1,38,349	1·53	—19,327	1,19,022	1·32	146	52·00
1913-14 .	152·04	91,86,178	13,47,598	6,46,847	7·04	—1,41,400	5,05,447	5·50	170	52·00
1914-15 .	152·04	92,45,584	12,04,864	5,78,334	6·25	—87,210	4,91,124	5·31	152	52·00
1915-16 .	152·04	92,71,455	12,50,601	6,00,289	6·47	—1,02,821	4,97,468	5·37	157	52·00
1916-17 .	152·04	92,90,490	13,06,790	6,27,260	6·75	—1,21,828	5,05,432	5·44	165	52·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM—***contd.*

8 (*n*) Southern Punjab railway (Sutlej Valley Extension) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kasur to Lodhran	6-7-10	208·19	208·19

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed British standard and Canadian manufacture steel rails on Australian jarrah, deodar, Douglas fir and chir sleepers for main line and main loops and 60-lb. flat-footed rails on jarrah and deodar sleepers for other sidings.

Ballast.—The line is ballasted with broken brick and stone.

Fencing.—Only station yards and short lengths on each side of level crossings provided with gates are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Main provisions of contract—

This railway is worked by the Government, through the agency of the North Western railway as a part of the Southern Punjab railway under the provisions of the contracts noted under 8 (*k*)-Southern Punjab railway (Main line) (5′ 6″ gauge), except as follows :—

(i) *Government aid.*—The Government allow to the Southern Punjab Railway Company, for each halft year, by way of rebate, on the net earnings of the North Western railway, such a sum (nor exceeding the amount of such net earnings of the North Western railway) as, togethet with the net earnings of the Company in respect of this railway, will be equal to interest a, 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway provided that if in any year the rebate so ascertained shall exceed the aggregate of—

(*a*) the net earnings of the North Western railway from its traffic interchanged with the Sutlej Valley railway and from traffic, except coaching traffic, originating and terminating at stations on the North Western railway proper (including the stations at Delhi, Samasata, Ferozepore, Ludhiana, Kasur and Lodhran), and sent over the Sutlej Valley railway, other than the traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or under both these clauses, and

(*b*) such surplus (if any) of net earnings of the North Western railway in respect of traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or under both these clauses, as shall remain after satisfying claims under such clauses or either of them (if any),

then the rebate for such year shall be reduced to an amount equal to the aggregate of the said two sums.

(ii) *Distribution of profits.*—Surplus net receipts in excess of 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway are divisible at the close of each year in the proportion of ¼th to the Company and ¾ths to the Government.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway, (+), *or* share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1910 .	209·46	*1,54,94,559	2,89,668	1,39,041	0·90	+1,85,209	3,24,250	2·14	54	52·00
1911 .	208·19	1,52,17,748	5,66,486	2,71,914	1·79	+4,03,911	6,75,825	4·44	52	52·00
1912 .	208·19	1,52,28,474	5,17,652	2,48,473	1·63	+4,39,385	6,87,858	4·52	48	52·00
1st qr. of 1913 .	208·19	1,52,33,176	1,30,630	62,702	0·41	+1,08,963	1,71,665	1·13	48	52·00
1913-14 .	208·19	1,52,73,939	6,77,949	3,25,415	2·13	+3,60,743	6,86,158	4·49	63	52·00
1914-15 .	208·19	1,52,98,482	6,00.181	2,88,087	1·88	+3,99,533	6,87,620	4·49	55	52·00
1915-16 .	208·19	1,52,63,858	6,40,764	3,07,566	2 01	+3,78,208	6,85,774	4·49	59	52 00
1916·17 .	208·19	1,52,88.153	5,76.876	2.76.901	1·81	+4,10,268	6,87,169	4·49	53	52·00

* Includes Rs. 3,24,250 adjusted in 1911.

8 (*o*) Jacobabad-Kashmor railway (2′ 6″ gauge)—

Date of registration of the Company.—30th April 1913.

The construction of this line by the Upper Sind Light Railways, Jacobabad-Kashmor Feeder Comyany, Limited, was sanctioned under Railway Board's Notification No. 282, dated the 16th October 1913.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (o) Jacobabad-Kashmor railway (2′ 6″ gauge)—*contd.*

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jacobabad to Kashmor	1-12-14	76·70	76·70

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed British standard steel rails on sâl sleepers.
Ballast.—The line is not ballasted.
Fencing.—The line is unfenced, except round Jacobabad station yard.
Curves.—The sharpest curve is of 573 feet radius.
Gradients.—The ruling gradient is 1 in 200.

Contract.

Dated the 29th July 1916, *between the Secretary of State and the Upper Sind Light Railways, Jacobabad-Kashmor Feeder Company, Limited,* as to the construction, maintenance, management and working of the Jacobabad-Kashmor Railway.

Main provisions of contract

(i) *Land*—Land in British territory provided by Government free of cost.

(ii) *Government aid*—By way of rebate the Government allow to the Company, in respect of each year, such a sum, not exceeding the net earnings of North Western railway derived from all traffic (except stores) interchanged between the North Western railway and the said railway as shall, together with the net earnings of the Company, be equal to the interest for the year at a rate of 5 per cent per annum on the actual expenditure charged in the Capital Account. Government also allow Rs. 7,500 on account of office expenses and expenses of management and direction of the Company, as also all such legal expenses as are properly incurred by the Company and approved by the Secretary of State or the Government of India, and as are under the provisions of the contract debitable to Revenue.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— For managment, maintenance, and working Government retain 45 per cent of the gross earnings of the said railway, the remainder consitituting the net earnings is paid to the Company. But should the net earnings of the Company in any year exceed the minimum amount sufficient to pay a dividend of 5 per cent per annum, such excess is to be applied towards the payment of office expenses and expenses of managment and direction of the Company for the year up to a limit of Rs. 7,500, the balance, if any, being divided equally between Government and the Company. Provided that if the surplus profits are insufficient to meet the administration charges, the difference will be paid to the Company by the working agency out of the stipulated amount retained by the latter as working expenses.

(v) *Rates and fares.*—To be sanctioned by the Secretary of State within the minimum and maximum in force on, and the classification of goods to be in conformity with that of, the North Western railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores—
(*b*) Government bullion and coin, and the persons in charge thereof— There is no provision in the contract, except for police, telegraphs and telegraphic appliances which shall in all respects as far as practicable be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the same are carried on the North Western railway.

(vii) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice of purchase, in writing, determine the contract either on the 31st March 1945 or on the 31st March in the last year of any subsequent period of 10 years by paying to the Company in rupees, 25 times the average yearly net earnings (excluding payments on account of rebate) during the last preceding 3 years, subject to a limit of 20 per cent in excess of, but not less than, the total capital expenditure of the Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number—$\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*o*) Jacobabad-Kashmor railway—(2′ 6″ gauge)—*concld.*

The Government may also, by giving 12 months' notice of "special purchase," determine the contract at any time in the following cases :—

(*a*) When it is considered desirable to alter the gauge of the railway.

(*b*) When it is considered desirable to convert the railway into a line of through communication.

(*c*) When the Secretary of State desires to extend the said railway (without altering the gauge or making the line part of a through route) and the Company is unable or unwilling to supply the necessary capital for such extension.

If the contract shall be determined by notice of "special purchase," the Government will pay to the Company 25 times the average yearly net earning (excluding payments on account of rebate) during the last preceding 3 years or 115 per cent of the total capital expenditure, whichever may be the greater.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—From 29th July 1916 to 31st March 1945 and thereafter as noted under (*vii*).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway (+), or share of surplus profits payable to the Secretary of State in England (—).	Total income.	Percentage of total income on total capital outlay given in column (3.)	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1914-15 .	76·70	20,99,487	21,420	11,781	0·56	...	11,781	0·56	16	45·00
1915-16 .	76·70	22,21,742	1,36,347	74,991	3·38	+26,442	1,01,433	4·56	34	45·00
1916-17 .	76·70	22,57,892	1,49,121	82,017	3·63	+30,127	1,12,144	4·97	37	45·00

8 (*p*) Kalka-Simla railway (2′ 6″ gauge)—

The railway was constructed by, and at the cost of, the Delhi-Umballa-Kalka Railway Company. On the representation of the Company it was decided to purchase the Company's interest in the line. This was effected by the payment of £300,000; the Secretary of State waiving all claim to arrears of unpaid interest on the advances, *viz.*, Rs. 1,16,47,512, made to the Company. The purchase of the line by the State was effected from 1st January 1906; but the Company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western railway administration with effect from the 1st January 1907.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kalka to Simla station	9-11-03	59·44	
Simla station to Old Bullock Train Office	27-6-09	0·48	
TOTAL ...	...	...	59·92

Details of construction—

Permanent-way.—The permanent-way consists of 62, 60 and 41¼-lb. flat-footed steel rails on wooden sleepers. The 41¼-lb. rails are being renewed with 60-lb. and 62-lb. flat-footed rails.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced only along the Kalka camping ground and through the outskirts of the town of Kalka.

Curves.—Most of the curves are compound, the limiting radius being 120 feet.

Gradients.—The ruling gradient is 1 in 33.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*p*) Kalka-Simla railway (2′ 6″ gauge)—*concld.*

Contract—

Nil.—The line is owned and worked by the State.

Rates and fares.—May be varied within the limits of certain fixed maxima and minima subject to certain special conditions regarding charges for tunnels.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		The decrease in net earnings in 1910 is mainly due to renewals of permanent-way with 60-lb. rails and charge for special renewals amounting to Rs. 2,04,056.
1906 .	59·44	1,77,93,538	7,64,322	3,07,125	1·73	5,90,655	—2,83,530	247	59·82	
1907 .	59·44	1,76,82,568	9,25,979	4,05,368	2·29	5,83,663	—1,78,295	300	56·22	
1908 .	59·44	1,83,44,085	9,64,623	2,90,131	1·58	5,67,129	—2,76,998	312	69·92	
1909 .	59·92	1,88,14,812	9,81,289	2,39,679	1·27	5,81,632	—3,41,953	316	75·58	
1910 .	59·92	1,96,24,591	10,30,967	36,042	0·18	6,03,907	—5,67,865	331	96·50	
1911 .	59·92	1,96,91,570	11,54,432	3,37,867	1·71	6,22,427	—2,84,560	370	70·73	
1912 .	59·92	1,97,61,852	12,59,823	3,95,164	2·00	6,25,180	—2,30,016	404	68·63	
1st qr. of 1913 .	59·92	1,98,48,191	2,61,535	41,353	0·21	1,56,961	—1,15,608	336	84·19	
1913-14 .	59·92	1,99,24,926	13,34,402	4,48,750	2·25	6,28,187	—1,79,437	428	66·37	
1914-15 .	59 92	1,97,43,601	12,82,261	7,41,912	3·76	6,42,417	+99,495	412	42·14	
1915-16	59·92	1,97,94,816	13,47,605	7,27,659	3·67	6,39,799	+87,860	433	46·00	
1916-17 .	59·92	1,97,56,575	15,53,676	7,42,212	3·76	6,07,566	+1,34,646	498	52·23	

8 (*q*) Kohat-Thal railway (2′ 6″ gauge)—

Originally the line was on the 2′ 6″ gauge from Khushalgarh, from which place to Kohat it was converted into 5′ 6″ gauge and merged in the North Western railway proper in 1908.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kohat to Thal	1-4-03	61·75	61·75

Details of construction—

Permanent-way.—The line is laid partly with 41¼-lb. and partly with 35-lb. rails, on wooden sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 239 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contract—

Nil.—The line is owned and worked by the State.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902 . .	29·70	49,49,378	29,225	9,388	0·19	31	67·88
1903 . .	91·73	56,70,700	1,33,533	—99,560	...	34	174·56
1904 . .	91·73	60,16,204	1,61,437	—1,97,565	...	34	222·38
1905 . .	91·73	61,63,394	1,89,445	—1,25,715	...	38	166·36
1906 . .	91·73	61,72,723	2,39,257	—1,04,516	...	50	143·68
1907 . .	91·73	61,72,701	2,28,189	—1,69,984	...	48	174·42
1908 . .	61·75	42,64,510	1,06,963	—3,50,398	...	33	427·59
1909 . .	61·75	42,68,969	1,04,952	—2,34,978	...	33	323·89
1910 . .	61·75	42,77,931	1,03,605	—1,36,316	...	32	231·57
1911 . .	61·75	43,16,826	1,14,485	—1,67,880	...	36	246·64
1912 . .	61·75	43,99,955	1,22,442	—1,61,586	...	38	231·97
1st qr. of 1913 .	61·75	44,02,760	30,847	—13,648	...	38	144·24
1913-14 .	61·75	43,70,614	1,38,223	—6,799	...	43	104 92
1914-15 .	61·75	43,90,461	1,40,484	—58,750	...	44	141·82
1915-16 .	61·75	44,14,291	1,84,518	—29,241	...	57	115·85
1916-17 .	61·75	42,59,494	1,76,097	7,010	0·16	55	96·02

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*r*) Nowshera-Durgai railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Nowshera to Durgai	1-1-01	40·40	40·40

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 250 feet.

Gradients.—The ruling gradient is 1 in 100.

Contract—

Nil.—The line is owned and worked by the State.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3		5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901 . .	40·25	17,97,886	95,037	—60,702	...	45	163·87
1902 . .	40·25	24,92,716	1,06,949	—55,905	...	51	152·27
1903 . .	40·25	24,19,651	1,10,782	—1,848	...	53	101·67
1904 . .	40·25	25,08,059	1,45,118	3,963	0·16	69	97·29
1905 . .	40·25	25,53,071	1,41,656	—11,574	...	68	108·17
1906 . .	40·25	25,70,096	1,50,872	11,371	0·44	72	92·46
1907 . .	40·25	25,76,543	1,73,232	9,924	0·39	83	94·27
1908 . .	40·25	25,99,122	1,98,567	28,729	1·10	95	85·53
1909 . .	40·25	25,92,909	2,04,475	5,747	0·23	98	97·19
1910 . .	40·25	25,93,397	2,25,044	29,291	1·12	107	86·98
1911 . .	40·25	26,01,859	2,29,148	37,536	1·44	109	83·62
1912 . .	40·25	26,16,081	2,43,404	34,514	1·34	116	85·82
1st qr. of 1913	40·25	26,24,124	58,354	5,024	0·17	111	91·39
1913-14 .	40·25	26,30,567	2,64,088	75,928	2·88	126	71·25
1914-15 .	40·25	26,59,785	2,63,500	90,773	3·41	126	65·55
1915-16 .	40·25	26,59,334	3,27,166	1,02,490	3·85	156	68·70
1916-17 .	40·40	26,68,370	2,93,801	97,074	3·64	141	66·96

8 (*s*) Trans-Indus (Kalabagh-Bannu) railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main Line—				
Kalabagh to Bannu	15-6-13	88·91	88·91	
Tank Extension—				
Laki *via* Pezu to Tank	1-5-16	46·48	46·48	
GRAND TOTAL .	...	...	...	135·39

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*concld.*

8 (*s*) Trans-Indus (Kalabagh-Bannu) railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed British standard section, steel rails, 50 lbs. to the yard on the main line and on the ghat section of the Laki-Pezu line, and 40 lbs. to the yard on the remainder, on deodar sleepers.

Ballast.—The main line is partly unballasted and the remainder is ballasted with sand and stone. The ghat section of the Laki-Pezu line is ballasted with shingle and the remainder with sand. The line between Pezu and Tank is ballasted with sand, except at dips and bridge approaches where stone is used.

Fencing.—The line is unfenced, except Tank station yard and the side of the line next to the public road-way, between Gambila and Bannu.

Curves.—The sharpest curve, which is on the Laki-Pezu section, has a radius of 404·5 feet.

Gradients.—The ruling gradient is 1 in 50 on the main line and 1 in 100 on the Pezu-Tank section. The steepest grade on the Laki-Pezu section is 1 in 45 (compensated).

Contract—

Nil.—The line is owned and worked by the State.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1913-14 .	88·91	68,27,036	2,18,035	46,490	0·68	59	78·68
1914-15 .	88·91	81,82,561	3,45,918	—16,416	...	75	104·75
1915-16 .	88·91	92,27,536	3,61,243	—34,678	...	78	109·60
1916-17 .	135·39	97,62,951	4,31,571	19,450	0·20	61	95·39

8 (*t*) Larkhana-Jacobabad railway (5′ 6″ gauge)—

Date of registration of the Company.—1916.

The construction of this line by the Sind Light Railway Company was sanctioned under Railway Board's Notification No. 452-P., dated the 9th March 1916.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Larkhana to Jacobabad (sanctioned on 9th March 1916)	...	75·45	75·45

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. OUDH AND ROHILKHAND RAILWAY SYSTEM—

Lines comprised in the system.—The Oudh and Rohilkhand railway system is made up of—

		Miles.
(*a*) Oudh and Rohilkhand railway	(5′ 6″ gauge) 1,524·35; (3′ 3⅜″ gauge) 2·18	1,526·53
(*b*) Hardwar-Dehra railway (5′ 6″ gauge)		32·04
(*c*) Cawnpore-Burhwal link (3′ 3⅜″ gauge)		80·34
	Total	1,638·91

Running powers—

Home line over Foreign lines :—

Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only.		13·00
Meerut City to Meerut Cantonment, North Western railway, for passenger trains only		2·75
	Total	15·75

Foreign lines over Home line :—

Great Indian Peninsula railway at Cawnpore, for passenger and goods trains		0·86
" " " " Cawnpore to Lucknow, for passenger trains only		44·63
East Indian railway, Moghal Sarai to Benares Cantonment, for certain passenger trains only		10·00
		55·49
Bengal and North-Western railway, Cawnpore to Aishbagh, 45·03 miles, and Daliganj to Burhwal, 35·31 miles (Cawnpore-Burhwal link, 3′ 3⅜″ gauge)		80·34
" " " Benares Cantonment to Benares City	for passenger and goods trains.	2·18
Rohilkund and Kumaon railway, over Ramganga bridge between Bareilly and Basharatganj.		0·52
" " " " " Dalpatpur and Moradabad		0·40
		83·44

9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand railway. This tramway is 3·25 miles long and is worked by cattle power. It is used for goods traffic only.

Date of registration of the late guaranteed Company.—August 1867.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Moghal Sarai to mile 3·98	22-12-62	3·98			
Mile 3·98, south of the Dufferin bridge, to Kashi (Benares Ganges) station.	1-10-87	4·25			
Kashi (Benares Ganges) station to Benares Cantonment.	18-6-88	1·50			
Benares Cantonment to Rae Bareli	4-4-98	138·78			
Rae Bareli to Lucknow	15-10-93	48·68			
Lucknow to Sandila	1-2-72	30·24			
Sandila to Hardoi	15-7-72	33·00			
Hardoi to Shahjahanpur	1-3-73	39·00			
Shahjahanpur to Pitambarpur	8-9-73	32·00			
Pitambarpur to Bareilly	1-11-73	13·00			
Bareilly to Moradabad (chord line *vid* Rampur).	8-6-94	*56·07			* Of this, 0·49 *mile*, *i.e.*, over the Ramganga bridge (Moradabad) is of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Moradabad to Nagina	8-10-84	47·25			
Nagina to Najibabad	1-4-85	13·79			
Najibabad to Saharanpur	1-1-86	58·25			
			519·70		
Benares-Lucknow loop—					
Benares Cantonment to Shahganj	5-1-74	56·03			
Shahganj to Bilwai	1-5-74	7·00			
Bilwai to Malipur	18-4-74	9·00			
Malipur to Akbarpur	2-3-74	12·00			
Akbarpur to Fyzabad	10-6-73	38·24			
Fyzabad to Bara Banki	25-11-72	61·97			
Bara Banki to Lucknow Block hut	1-4-72	14·43			
			198·67		
Bareilly-Moradabad loop—					
Bareilly to mile 5	22-12-73	†5·00			† Of this, 1·17 miles, *i.e.*, over Ramganga bridge (Bareilly) are of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Mile 5 to Aonla	1-11-73	11·00			
Aonla to Chandausi	10-6-73	27·00			
Chandausi to Moradabad	28-10-72	27·50			
			70·50		
Carried over	...	...	...	788·87	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM—*contd.***

9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	788·87	
Branches on the main line—					
Cawnpore branch—					
Lucknow to Cawnpore	23-4-67	42·00			
Left bank of the Ganges to junction with the East Indian railway at Cawnpore	15-7-75	3·22	45·22		
Balamau-Madhoganj branch—					
Balamau to Madhoganj	20-12-03	14·20	14·20		
Madhoganj-Auhadpur extension—					
Madhoganj to Bilgram	15-11-09	7·62			
Bilgram to Auhadpur.	9-3-10	9·43	17·05		
Balamau-Sitapur branch—					
Balamau to Misrikh	9-3-10	22·44			
Misrikh to Sitapur	5-4-10	14·32	36·76		
Rosa-Sitapur branch—					
Rosa to Sitapur City	18-6-10	49·22			
Sitapur City to Sitapur Cantonment	2-2-11 6-4-14	2·66 0·77	52·65		
Moradabad-Ghaziabad branch—					
Moradabad to Gajroula	1-4-00	33·40			
Gajroula to Ghaziabad	25-11-00	53·37	86·77		
Hapur-Meerut branch—					
Hapur to Meerut	7-11-04	18·09	18·09		
Kotdwara branch—					
Najibabad Junction to the right bank of the Koh river opposite Kotdwara	24-12-96	15·19	15·19		
Hardwar branch—					
Lhaksar Junction to the left bank of the Ganges Canal near Jawalapur	1-1-86	13·53			
Left bank of the Ganges Canal near Jawalapur to Hardwar	20-8-86	3·53	17·06		
Branches on Benares-Lucknow loop—					
Allahabad-Fyzabad branch—					
Fyzabad to Sultanpur	1-2-04	35·50			
Sultanpur to Siwait*	1-7-03	*47·05			* Excluding 2·45 miles, between Partabgarh and Chilbila, which is a part of the main line.
Siwait to Phaphamau	20-1-04	3·27			
Phaphamau to Allahabad	1-1-05	7·00	92·82		
Allahabad-Jaunpur branch—					
Phaphamau to Mariahu	18-6-06	47·51			
Mariahu to Zafarabad	1-1-07	10·67	58·18		
Bahramghat branch—					
Bara Banki to Bahramghat	20-11-72	†21·52	21·52		† Of this the length from Burhwal to Bara Banki, 16·72 miles, is of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Branches on the Bareilly-Moradabad loop—					
Aligarh branch—					
Chandausi to Rajghat Narora	28-10-72	30·48			
Rajghat Narora to Aligarh	1-2-72	30·12	60·60		
Allahabad-Rae Bareli-Cawnpore branch—					
Phaphamau to Rae Bareli	2-11-11	67·60			
Daryapur to Dalmau	2-11-11	15·15			
Unchahar to Unao	1-2-12	69·44	152·19		
Gairoula-Chandpur Siau branch—					
Gairoula to Chandpur Siau	7-6-11	21·88	21·88		
Dhakra-Sambhal Branch—					
Raja-ka-Sahaspur to Sambhal Hatim Sarai	25-6-12	14·58	14·58		
Akbarpur-Tanda Branch—					
Akbarpur to Tanda	28-10-12	10·72	10·72		
3′ 3⅜″ *gauge—Benares City branch—*				735·48	
Benares Cantonment (Oudh and Rohilkhand) to Benares City (Bengal and North-Western)	1-4-99	2·18	2·18		
				2·18	
TOTAL OPEN MILEAGE	...	...	...	1,526·53	
DOUBLE LINE—					
Lucknow Blockhut to Kakori	11-10-09	11·62			
Moghal Sarai to Bechupur	21-4-13	1·24			
Bechupur to right bank of Dufferin Bridge	21-12-12	4·19			
Kashi to Benares Cantonment	5-3-13	2·82			
Saharanpur to Khan Alampura	11-5-14	1·35			
			21·22		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM**—*contd.*

9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The main line, which was laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, is being relaid with 90-lb. flat-footed steel rails, British Standard, on wooden sleepers and about 326 miles, including double line, are practically complete. The pot sleepers in the main line have all been replaced by wooden sleepers. The Benares-Lucknow loop is laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, of which 63 miles have been replaced by wooden sleepers and 23 miles with 90-lb. flat-footed steel rails. On most of the branches the rails are 75-lb. flat-footed steel. The Bahramghat and Balamau-Madhoganj branches are laid partly with 75 lbs. flat-footed steel rails, and partly with 60-lb. iron and steel rails, and the Madhoganj-Auhadpur extension with 60-lb. flat-footed steel rails.

The Allahabad-Rae Bareli-Cawnpore branch is laid with 90-lb. flat-footed steel rails, British Standard, on wooden sleepers.

The sleepers are of the following types:—Stamped steel bowls, cast-iron pots (Fowler's patent box, Walton's, Hederstedts and M.C.), steel trough and wood (sâl, deodar and Australian hard wood). There are a few wrought-iron saddle back sleepers still in the Kotdwara and Bahramghat branches.

Ballast.—The main line and branches are ballasted with sand, kunkur, stone, shingle and broken brick.

Fencing.—The line is fenced throughout with the exception of the Balamau-Auhadpur, Rosa-Sitapur, Gajroula-Chandpur, Hapur-Meerut, Rajaka Sahaspur-Sambhal and Kotdwara branches and a portion of the Allahabad-Jaunpur branch.

Curves.—The sharpest curve on the line is of 955 feet radius.

Gradients.—The ruling gradient of the railway is 1 in 400, except between Rajaka Sahaspur and Sambhal 1 in 333, between Benares and Moghal Sarai, 1 in 300; between Moradabad and Lhaksar, 1 in 200; between Lhaksar and Saharanpur, 1 in 150; and between Najibabad and right bank of the Koh river, 1 in 100.

Contracts—

Nil.—The railway is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1889 will be found in Appendix 38 to the Report for 1907.)—

Includes the Cawnpore-Burhwal (3′ 3⅜″ gauge) Link, 9 (*c*).

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1889 .	692·55	9,22,32,226	75,39,683	42,04,076	4·56	49,71,898	—7,67,822	209	44·24
1890 .	692·55	9,27,89,280	73,81,396	37,54,478	4·05	44,23,109	—6,68,631	205	49·14
1891 .	692·55	9,28,38,358	85,64,209	49,42,458	5·32	47,25,666	+2,16,792	238	42·29
1892 .	692·55	9,51,44,770	85,42,836	50,16,329	5·27	52,79,411	—2,63,082	237	41·28
1893 .	741·11	10,09,17,292	87,15,926	50,17,053	4·97	55,01,058	—4,84,005	239	42·44
1894 .	796·64	10,28,87,184	1,05,18,836	57,36,138	5·58	63,11,201	—5,75,063	262	45·47
1895 .	797·18	10,65,05,148	1,02,94,880	52,55,948	4·93	64,26,370	—11,70,422	248	48·95
1896 .	830·15	10,92,69,485	86,97,076	43,50,907	3·98	61,30,729	—17,79,822	209	49·97
1897 .	891·97	11,44,19,239	85,15,856	36,96,778	3·23	59,77,486	—22,80,708	186	56·59
1898 .	1,030·36	11,66,56,000	98,51,599	53,07,727	4·55	58,76,247	—5,68,520	190	46·12
1899 .	1,030·36	12,23,50,210	1,11,38,990	60,76,595	4·97	59,75,202	+1,01,393	208	45·45
1900 .	1,101·56	12,57,60,656	1,15,15,132	55,91,727	4·45	62,28,185	—6,36,458	209	51·44
1901 .	1,118·94	12,89,85,151	1,32,54,991	72,20,007	5·60	63,12,044	+9,07,963	231	45·53
1902 .	1,119·24	13,66,82,842	1,31,65,792	64,11,336	4·69	64,79,103	—67,767	230	51·30
1903 .	1,180·79	14,54,28,164	1,39,49,922	72,31,862	4·97	68,40,953	+3,90,909	232	48·16
1904 .	1,237·65	14,96,63,929	1,52,96,206	71,33,117	4·76	70,54,120	+78,997	241	53·37
1905 .	1,244·65	15,37,92,910	1,53,85,913	63,43,667	4·12	71,68,431	—8,24,764	238	58·77
1906 .	1,292·16	15,71,99,731	1,64,67,329	78,15,731	4·97	75,66,010	+2,49,721	249	52·54
1907 .	1,302·83	16,40,20,116	1,81,93,069	65,62,413	4·00	70,99,564	—5,37,151	269	63·93
1908 .	1,302·83	17,17,49,978	1,61,61,543	50,29,153	2·93	74,73,210	—24,44,057	239	68·88
1909 .	1,310·52	17,78,51,571	1,61,86,594	45,93,282	2·58	76,42,849	—30,49,567	238	72·76
1910 .	1,406·75	18,58,11,981	1,83,03,844	88,80,832	4·78	78,34,486	+10,46,346	253	51·48
1911 .	1,513·77	19,51,23,398	2,03,88,454	1,04,88,468	5·38	80,09,802	+24,78,666	256	48·56
1912 .	1,604·14	20,17,91,276	2,45,19,400	1,39,76,826	6·92	90,21,621	+49,55,205	294	43·00
1st qr. of 1913	1,604·14	20,24,29,541	61,06,475	28,60,729	1·41	21,64,489	+6,96,240	293	53·15
1913-14* .	1,638·33	21,64,74,673	2,41,23,950	1,23,21,631	5·69	91,48,838	+31,72,793	283	48·92
1914-15* .	1,682·00	22,15,79,383	2,08,24,033	91,22,888	4·12	93,51,473	—2,28,585	238	56·71
1915-16 .	1,606·87	21,46,85,603	2,23,58,588	1,12,50,582	5·24	91,53,246	+20,97,336	268	49·68
1916-17 .	1,606·87	21,52,10,491	2,63,18,738	1,50,41,365	6·99	89,71,560	+60,69,805	318	42·85

* Includes the Cawnpore-Banda railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM**—*contd.*

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—

Date of registration of the Company.—12th March 1897.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Hardwar to Dehra	1-3-00	32·04	32·04

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed I. S. R. steel rails on deodar, sâl, hard wood and Australian sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 75.

Agreement and contract—

Agreement, dated the 6th January 1897, *between the Secretary of State and Messrs. Gillanders, Arbuthnot and Company of Calcutta* (called "the Promoters"), as to the grant of a provisional concession for the construction of the Hardwar-Dehra Branch railway.

Contract, dated the 26th March 1897 (called the scheduled contract), *between the Secretary of State and the Hardwar-Dehra Railway Company,* as to the construction, maintenance and working of the Hardwar-Dehra Branch railway.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—The line is the property of the Hardwar-Dehra Branch Railway Company, and was constructed, from funds supplied by the Company, by the Government, who maintain, stock and work it through the agency of the Oudh and Rohilkhand railway.

The Government guarantee interest at 3 per cent per annum on the capital expenditure, and also undertake to allow to the Company, in any year in which it does not receive the minimum dividend of 3 per cent from the earnings of the line, the sum of Rs. 3,600 for such year for or towards management and office expenses.

(iii) *Terms of working.*—For maintenance, provision of rolling-stock and working, the Oudh and Rohilkhand Railway Administration retains 50 per cent of the gross earnings of the Branch line.

(iv) *Distribution of profits.*—The surplus profits in each year remaining after repayment to the Government of the amount of the guaranteed interest for the year are to be divided equally between the Government and the Company.

(v) *Rates and fares.*—Certain maxima and minima have been fixed by the Government, between the limits of which the working agency (*viz.*, the Oudh and Rohilkhand railway) can vary the rates and fares quoted for goods and coaching traffic.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vii) *Power of the Government to determine contract.*—The Government may determine the contract, on twelve months' notice, either on the 31st December 1919 or on the 31st December in the last year of any subsequent period of ten years, by paying to the Company a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent, nor is less than, the total capital expenditure.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—None specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM**—*concld.*

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		
1900 .	32·04	25,67,093	1,60,485	80,243	3·13	...	...	...	115	50·00	Interest up to 1900 was charged to capital and net earnings of 1900 were credited to capital in reduction of interest charges.
1901 .	32·04	28,12,301	2,13,456	1,06,728	3·80	84,220	11,254	+11,254	128	50·00	
1902 .	32·04	28,36,486	2,52,485	1,26,242	4·45	85,048	20,597	+20,597	152	50·00	
1903 .	32·04	28,44,541	2,62,719	1,31,360	4·62	85,260	23,050	+23,050	158	50·00	
1904 .	32·04	29,12,992	2,63,612	1,31,806	4·52	86,777	22,515	+22,514	158	50·00	
1905 .	32·04	29,20,650	3,13,476	1,56,738	5·37	87,590	34,574	+34,574	188	50·00	
1906 .	32·04	29,24,284	3,34,110	1,67,055	5·71	87,688	39,683	+39,684	201	50·00	
1907 .	32·04	29,27,942	3,86,565	1,93,283	6·60	87,822	52,730	+52,731	232	50·00	
1908 .	32·04	29,44,092	3,76,334	1,88,167	6·39	88,165	49,991	+49,991	226	50·00	
1909	32·04	29,65,357	3,68,624	1,84,312	6·21	88,734	47,789	+47,789	221	50·00	
1910 .	32·04	29,85,633	4,04,443	2,02,221	6·77	89,548	56,337	+56,336	243	50·00	
1911 .	32·04	30,10,716	4,31,161	2,15,581	7·16	90,017	62,782	+62,782	259	50·00	
1912 .	32·04	30,18,164	4,40,299	2,20,149	7·29	90,541	64,804	+64,804	264	50·00	
1st qr. of 1913	32·04	30,18,790	1,21,702	60,651	2·01	22,641	19,005	+19,005	291	50·00	
1913-14.	32·04	30,22,601	4,85,346	2,42,673	8·03	90,621	76,026	+76,026	291	50·00	
1914-15	32·04	30,26,584	4,66,506	2,33,253	7·71	90,749	71,252	+71,252	280	50·00	
1915-16	32·04	30,27,840	5,09,355	2,54,678	8·41	90,825	81,926	+81,927	306	50·00	
1916-17	32·04	30,34,255	5,54,382	2,77,691	9·15	91,021	93,335	+93,335	333	50·00	

9 (*c*) Cawnpore-Burhwal link (3′ 3⅜″ gauge)—

The construction of the Cawnpore-Burhwal (3′ 3⅜″ gauge) link was sanctioned as a part of the project for linking up the 3′ 3⅜″ gauge systems of Northern India.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Burhwal to Daliganj	24-11-96	*35·31		*Including the length Burhwal to Bara Banki, 16·79 miles, laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge.
Aishbagh to Cawnpore	25-4-97	45·03		
Total	...	...	80 34	

Details of construction—

Permanent-way.—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on sâl and deodar sleepers.

Ballast.—The line is ballasted throughout with kunkur, brick and mud stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 400.

Contract—

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand railway 80 per cent, which has, with effect from the 1st July 1905, in pursuance of Railway Board's letter No. R. T. 178, dated the 30th June 1905, been reduced to 75 per cent of the gross receipts arising therefrom.

Statistics of working—

Included with the Oudh and Rohilkhand railway [9 (*a*)].

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (p)}}$. SOUTH INDIAN RAILWAY SYSTEM—

Chairman.—Sir Henry Kimber, Bart., M.P.
Managing Director.—Neville Priestley, Esq.
Offices.—91, York Street, Westminster, S.W.
Date of registration of the Company.—1890.

The lines formerly owned and worked by the late Great Southern of India and the Carnatic Railway Companies were amalgamated on the 1st July 1874, under the title of the South Indian railway which on the 1st January 1891 was purchased by the State and handed over, together with the Villupuram-Guntakal State railway, for working as one undertaking, to a new company—the existing South Indian Railway Company.

With effect from the 1st January 1908 the Jalarpet-Mangalore section of the former Madras railway including the Tirupattur-Krishnagiri, Morappur-Dharmapuri and the Nilgiri railways was incorporated in the undertaking of the South Indian Railway Company, who, from the same date, relinquished and made over to the amalgamated Madras and Southern Mahratta Railway Company the 3′ 3⅜″ gauge lines from Katpadi to Dharmavaram and from Pakala to Gudur, and obtained running powers over the Madras-Bangalore section of the Madras and Southern Mahratta railway. The Shoranur-Cochin Native State line was, on the same date, also transferred from the former Madras Railway Company to the South Indian Railway Company for working.

Lines comprised in the system.—The South Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) South Indian railway (5′ 6″ gauge)	445·94	...	445·94
(*b*) South Indian railway (3′ 3⅜″ gauge)	881·49	...	881·49
(*c*) Nilgiri railway (3′ 3⅜″ gauge)	28·96	...	28·96
(*d*) Peralam-Karaikkal railway (3′ 3⅜″ gauge)	14·65	...	14·65
(*e*) Podanur-Pollachi railway (3′ 3⅜″ gauge)	25·04	...	25·04
(*f*) Pondicherry railway (3′ 5⅜″ gauge)	7·85	...	7·85
(*g*) Shoranur-Cochin railway (3′ 3⅜″ gauge)	64·75	...	64·75
(*h*) Tanjore District Board railway (3′ 3⅜″ gauge)	111·94	41·08	153·02
(*i*) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)	50·41	...	50·41
(*j*) Tinnevelly Quilon (Travancore) railway (Native State section) (3′ 3⅜″ gauge)	58·05	37·91	95·96
(*k*) Morappur-Hosur railway (2′ 6″ gauge)	73·40	...	73·40
(*l*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)	25·38	...	25·38
(*m*) Saramangalam-Salem railway (5′ 6″ gauge)	...	3·86	3·86
(*n*) Manamadura-Sivaganga railway (3′ 3⅜″gauge)	...	12·43	12·43
(*o*) Tinnevelly-Tiruchendur railway (3′ 3⅜″gauge)	...	38·18	38·18
(*p*) Trichinopoly-Pudukkottai railway (3′ 3⅜″ gauge)	...	32·00	32·00
Total	1,787·86	165·46	1,953·32

Running powers—

Home line over foreign line.—

Madras to Bangalore, Madras and Southern Mahratta railway, for passenger and goods trains . . 219·00

10 (*a*) South Indian railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
West outer signal at Jalarpet to Tirupattur	23-5-60	4·65		
Tirupattur to Salem	1-2-61	69·98		
Salem to Sankaridrug	1-12-61	23·68		
Sankaridrug to Podanur	12-5-62	71·18		
Podanur to Pattambi	14-4-62	64·96		
Pattambi to Kuttippuram	23-9-61	11·50		
Kuttippuram to Tirur	1-5-61	9·39		
Tirur to Kadalundi	12-3-61	16·31		
Kadalundi to Calicut	2-1-88	9·25		
Calicut to Badagara	1-10-01	28·95		
Badagara to Tellicherry	1-5-02	13·50		
Tellicherry to Cannanore	20-5-03	13·00		
Cannanore to Azhikal	15-3-04	4·10		
Azhikal to Hosdrug	21-8-06	34·52		
Hosdrug to Kasaragod	1-10-06	14·22		
Kasaragod to Kumbla	17-11-06	7·62		
Kumbla to Mangalore	3-7-07	20·91	417·72	
Nilgiri branch—				
Podanur to Coimbatore	1-2-73	3·78		
Coimbatore to Mettupalaiyam	31-8-73	21·97	25·75	
Palghat branch—				
Olavakkot to Palghat	2-1-88	2·47	2·47	
TOTAL	...	...	...	445·94

Details of construction—

Permanent-way.—The rails are 76-lb. and 80-lb. bull-headed, 75-lb. double-headed and 75-lb. and 60-lb. flat-footed steel. The sleepers are cast iron pots, irumbogam, sâl, irool and jarrah wood.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 700 feet radius.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (p)}}$. SOUTH INDIAN RAILWAY SYSTEM—*contd.*

10 (*a*) South Indian railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Gradients.—The ruling gradient of the greater part of the line is about 1 in 100, except on Mallapuram Ghat where it is 1 in 74 with a 1 in 70 banking; on the Walayar Ghat where it is 1 in 66 with a 1 in 62½ banking; on the Azhikal-Mangalore section where it is 1 in 90; and on the Podanur-Mettupalaiyam section where it is 1 in 80.

Contract—

Up to and including the 31st December 1907 the line formed an integral part of the former Madras railway. With effect from the 1st January 1908 it was, in terms of the contract of the 2nd March 1909, between the Secretary of State and the South Indian Railway Company, made over to the Company to be worked and maintained as an integral part of the undertaking referred to in the principal contract of the 24th November 1890, the main provisions of which are noted under 10 (*b*), South Indian railway, 3′ 3⅜″ gauge.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	445·94	6,42,27,971	57,25,148	25,25,034	3·93	247	55·90
1909	445·94	6,43,58,255	62,30,385	28,18,753	4·38	269	54·76
1910	445·94	6,61,74,084	63,39,154	24,95,532	3·77	273	60·63
1911	445·94	6,57,73,175	69,66,156	38,13,140	5·80	300	45·26
1912	445·94	6,68,13,600	74,16,071	35,22,022	5·27	320	52·51
1st qr. of 1913.	445·94	6,72,88,570	18,84,615	5,32,409	0·79	325	71·75
1913-14	445·94	7,01,73,755	79,54,816	29,91,752	4·26	343	62·39
1914-15	445·94	7,13,55,000	78,17,228	32,06,665	4·49	337	58·98
1915-16	445·94	7,26,72,632	84,90,992	45,00,975	6·19	366	46·99
1916-17	445·94	7,20,78,897	98,22,191	49,48,932	6·87	424	49·61

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
MADRAS-TUTICORIN SECTION—					
Main line—					
Madras Beach Junction to Madras Beach	15-1-00	0·11			*Originally constructed on the 5′6″ gauge, but was converted to 3′ 3⅜″ gauge—Tanjore to Budalur, 10·85, on 10th July 1875 and Budalur to Trichinopoly Jn., 20·29, on 17th July 1875. †Originally constructed on the 5′6″ gauge, but was converted to 3′ 3⅜″ gauge, in sections, on 12th, 13th and 14th July 1878. ‡Originally constructed on the 5′6″ gauge, but was converted to 3′ 3⅜″ gauge—Tanjore to Nidamangalam, 18·73, on 3rd July 1875 and Nidamangalam to Tiruvallur, 15·10, on 26th June 1875. § Originally constructed on the 5′6″ gauge, but was converted to 3′3⅜″ gauge on 19th June 1875.
Madras Beach old to Park	1-1-79	1·82			
Madras (Park) to Tindivanam	1-9-76	76·05			
Tindivanam to Cuddalore (Old town)	1-1-77	52·01			
Cuddalore (Old town) to Porto Novo	1-7-77	17·15			
Porto Novo to Chidambaram	1-10-78	6·73			
Chidambaram to Coleroon.	1-7-79	4·57			
Coleroon to Shiyali	1-1-78	6·06			
Shiyali to Mayavaram	1-7-77	12·24			
Mayavaram to Tanjore	15-2-77	43·76			
Tanjore to Trichinopoly Junction	11-3-62	*31·14			
Trichinopoly Junction to Madura	1-9-75	96·04			
Madura to Mandapam	1-8-02	89·50			
Mandapam to Pamban	1-1-14	3·12			
Pamban to Rameswaram	1-9-06	6·95			
Rameswaram to Dhanushkodi Jetty	10-12-08	11·30			
Dhanushkodi Jetty to Dhanushkodi Point	1-12-14	1·57			
			460·12		
Branches—					
Arkonam branch—					
Chingleput to Walajabad	1-8-80	13·66			
Walajabad to Conjeeveram	1-1-81	7·94			
Conjeeveram to Arkonam	8-5-65	†17·65			
Pondicherry branch—			39·25		
Villupuram to the Gingee river, inclusive of the bridge over the river	15-12-79	16·47			
			16·47		
NAGORE BRANCH—					
Tanjore to Tiruvallur	2-12-61	‡33·83			
Tiruvallur to Nagapatam	15-7-61	§14·33			
Nagapatam to Nagore	1-12-99	4·67			
			52·83		
Carried over	...	...	568·67		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (p)}}$ · **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*b*) South Indian railway (3′ 3$\frac{3}{5}$″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	568·67		
Pulliarpati Quarry branch—					
Tanjore to Pulliarpati quarry buffer end	1-7-98	4·57	4·57		
Erode branch—					
Trichinopoly Junction to Fort	11-3-62	2·52			
Trichinopoly Fort to Karur	3-12-66	44·65			
Karur to Kodumudi	1-7-67	16·71			
Kodumudi to Erode	1-1-68	23·53	*87·41		*Originally constructed on the 5′6″ gauge, but was converted to 3′3$\frac{3}{5}$″ gauge— Trichinopoly Junction to Karur on 1st July 1879 and Karur to Erode on 16th December 1879
Tuticorin branch—					
Madura to Tuticorin	1-1-76	98·71			
Tuticorin to Foreshore	7-8-99	0·41	99·12		
Tinnevelly branch—					
Maniyachi to Tinnevelly	1-1-76	18·00	18·00		
Wharf branch—					
Cuddalore (Old town) to Wharf	7-8-99	1·54	1·54		
Capper Quarry branch—					
Junction with main line to Capper Quarry	15-4-00	0·86	0·86		
Salt branch—					
Tuticorin to buffer end of Livingepuram	12-11-99	2·39	2·39		
VILLUPURAM-KATPADI SECTION—					
Main line—					
Villupuram to Tiruvannamalai	17-11-90	41·80			
Tiruvannamalai to Katpadi	18-3-91	57·13	98·93		
GRAND TOTAL OPEN MILEAGE	...	...	...	881·49	

Details of construction—

Permanent-way.—The rails in use are 52-lb. and 50-lb. bull-headed steel, 56-lb., 55-lb. and 41¼-lb flat-footed steel, 40·3-lb. flat-footed and 68-lb. double-headed iron. The 55-lb. rails are laid on the Pamban viaduct only. The sleepers are cast iron pot, steel transverse, sâl, pynkado, west coast teak, jarrah and irool wood.

Ballast.—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

Fencing.—The line is fenced, with the exception of the Villupuram-Katpadi, Madura-Mandapam and Pamban-Dhanushkodi sections which are fenced only at stations.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Katpadi, Trichinopoly-Madura and Karur-Erode sections where it is 1 in 100.

Contracts—

Dated the 24th November 1890 (called the principal contract), *between the Secretary of State and the South Indian Railway Company*, for maintaining and working from the 1st January 1891, the railways which on the 31st December 1890 formed the undertaking of the former Company and completing and working the Villupuram-Guntakal railway.

Dated the 27th June 1901 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, relating to the construction and working of Pamban and Travancore branches.

Dated the 8th April 1903 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 2nd March 1909 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

Dated the 26th October 1909 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (p)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 21st December 1910, *between the Secretary of State and the South Indian Railway Company*, supplemental to and continuing with further modifications, with effect from 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Dated the 23rd April 1914, (supplemental to the contracts of 1901, 1903, 2nd March and 26th October 1909 and 1910) *between the Secretary of State and the South Indian Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of 3½ per cent in sterling on the Company's share capital of £1,000,000, and on any paid up stock or share (other than preference) capital thereafter issued by the Company with the sanction of the Government (not including premia paid thereon).

(iii) *Distribution of profits.*—Under section 60 of the principal contract of the 24th November 1890 as amended by section 25 of the supplemental contract of the 21st December 1910, the net revenue receipts of each half-year are applied, in the following manner and order :—

In payment to Government—

(*a*) of interest at the rate of 3½ per cent per annum for such half-year, paid by Government under section 41 of the principal contract, *i.e.*, under (ii) above ;

(*b*) of the amount paid by Government in respect of interest for such half-year, upon the sum of £425,000 irredeemable debenture stock of the former Company ; upon the debentures for £375,000 and £73,000, respectively, issued for the purposes of the Pamban Branch ; and upon any debenture stock or debentures or preference stock or shares issued by the Company after the 31st December 1910 ;

(*c*) of interest for such half-year at the rate of 3½ per cent per annum on the amount of the Government capital as shown in the Government capital account for the division of such receipts ;

and

(*d*) the residue, if any, is divisible between Government and the Company in the ratio of the average amounts, calculated as prescribed, of the capital contributed by the Government and the Company, the Government capital being the amount shown in the Government Capital Account for division of net revenue receipts and the Company's capital the amounts of its stock and share capital (other than preference capital) paid up or credited as paid up, excluding any premia received, subject to the proviso that if the amount of the Company's share so arrived at should in the combined halves of any of the years 1911, 1912 and 1913 be less than interest for such year at the rate of 10 shillings per cent on its capital, the Government shall make up the deficiency.

(iv) *Rates and fares.*—The Government will from time to time authorise maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorised maxima and minima the Company may vary the said rates.

The Company have power to quote through rates and fares for both goods and passengers from the Jalarpet-Mangalore section to the Madras-Bangalore section of the Madras and Southern Mahratta railway system (but not in the reverse direction), divisible between the two companies in mileage proportion without deduction of terminals or other special charges, except for traffic to and from the Nilgiri line the mileage over which is reckoned at twice its actual mileage in the division of such rates. No rate or fare to Madras so quoted should, without the prior sanction of the Government, be higher than that which, for the same class or description of traffic, was in force on the 1st January 1910.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by Government.

(vi) *Services for any Department of the Travancore Durbar.*—On such portion of the Travancore Branch as runs through the Native State of Travancore, to be performed on the same general conditions as on other 3′ 3⅜″ gauge State railways and at rates approved by the Government.

(vii) *Power of the Government to determine contract.*—The railway and all its appurtenances are absolutely the property of Government, who may terminate the contract on the 31st December 1945, or at the end of any succeeding fifth year, by giving to the Company in England not less than 12 calendar months' previous notice ; also at any time on 6 months' notice should the Company fail to observe its obligations or the undertaking be worked at a loss for not less than three half-years continuously.

On the expiration or determination of the contract the Government are to take possession of the railway and all its appliances, etc., repaying the Company at par its capital of £1,000,000 and any further capital raised by it and paid to Government but excluding any premia paid thereon, and receiving from the Company any unexpended balance of the capital advanced by Government for the purposes of the undertaking as well as for the Travancore Branch.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 / Sub-heads (*a*) to (*p*). **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*b*) **South Indian railway** (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—55 years, *i.e*, from 1st January 1891 to 31st December 1945, subject to (vii).

Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.)—

Includes the South Indian (5′ 6″ gauge), Nilgiri, Morappur-Hosur and Tirupattur-Krishnagiri railways from 1908.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Percentage of Company's share of net earnings (surplus profits *plus* guaranteed interest on share capital) on Company's capital.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
1891	900·76	7,72,11,806	70,36,756	24,29,625	3·15	35,89,736	70,901	...	−12,31,012	154	65·47
1892	1,105·19	7,82,83,761	77,14,996	28,53,591	3·65	39,51,093	76,586	...	−11,74,088	137	63·01
1893	1,041·51	7,63,31,043	80,92,415	31,15,918	4·08	38,58,152	1,41,676	...	−8,83,910	149	61·50
1894	1,041·51	7,64,13,362	80,46,559	32,83,865	4·30	42,81,812	1,55,059	...	−11,53,006	148	59·19
1895	1,041·59	7,68,38,604	89,14,947	38,96,987	5·07	42,77,578	2,60,599	...	−6,41,190	165	56·29
1896	1,041·59	7,67,63,325	89,45,581	40,27,489	5·25	40,60,677	2,86,156	...	−3,19,344	165	54·98
1897	1,041·59	7,66,46,858	91,81,409	42,96,757	5·61	38,76,142	3,37,792	...	+ 82,823	170	53·20
1898	1,017·88	7,45,21,873	84,67,581	38,35,527	5·15	37,49,521	2,66,184		−1,80,178	157	54·70
1899	1,030·53	7,53,12,929	84,74,461	39,83,540	5·29	36,38,393	3,01,776	...	+ 43,371	159	52·99
1900	1,033·63	7,62,95,528	89,04,825	43,97,916	5·76	36,62,994	3,68,699	...	+3,66,223	166	50·61
1901	1,033·63	8,04,49,712	1,01,44,657	54,15,176	6·73	37,23,736	5,43,890	...	+11,47,550	188	46·62
1902	1,123·13	8,18,32,571	1,05,51,072	56,87,510	6·95	38,18,209	5,33,246	...	+13,36,055	189	46·10
1903	1,123·13	8,31,40,603	1,22,14,138	72,76,216	8·75	39,05,079	7,89,547	...	+25,80,590	209	40·43
1904	1,123·13	8,45,16,652	1,25,12,321	69,62,790	8·24	40,55,602	7,16,725	...	+21,90,463	214	44·35
1905	1,123·05	8,62,95,191	1,29,34,476	65,77,330	7·62	40,05,713	6,30,603	...	+19,41,014	221	49·15
1906	1,130·00	8,91,97,605	1,32,75,295	58,92,976	6·61	40,92,722	4,94,281	...	+13,05,973	227	55·61
1907	1,129·85	9,06,35,408	1,41,19,421	71,69,813	7·91	38,76,608	6,71,818	...	+26,21,387	240	49·22
1908	1,395·61	15,07,19,882	2,04,61,326	94,20,016	6·25	46,89,556	6,98,860	...	+40,31,600	282	53·96
1909	1,395·61	15,57,78,715	2,17,41,647	1,01,90,046	6·54	49,52,436	7,44,562	...	+44,93,048	300	53·13
1910	1,395·61	16,08,95,627	2,24,59,591	1,02,34,257	6·36	51,05,988	7,13,317	...	+44,14,952	309	54·43
1911	1,395·61	16,28,91,154	2,49,91,786	1,24,16,673	7·62	52,77,315	3,20,622	5·62	+ 68,18,736	344	50·32
1912	1,395·61	17,03,55,986	2,70,84,141	1,31,63,987	7·73	54,89,120	3,58,165	5·87	+ 73,16,702	373	51·39
1st qr of 1913.	1,395·61	17,32,28,471	68,27,737	27,15,071	1·49	14,07,085	45,705	1·17	+ 12,62,281	376	59·85
1913-14	1,453·60	18,26,41,473	2,80,70,002	1,17,27,795	6·42	78,71,656	2,24,394	4·97	+ 36,31,745	373	58·22
1914-15	1,455·17	18,75,61,932	2,72,73,211	1,15,22,805	6·14	63,34,802	1,79,159	4·66	+50,08,844	359	57·75
1915-16	1,455·17	18,96,35,625	2,95,90,946	1,49,91,076	7·90	65,33,607	*4,32,328	6·38	+80,25,141	389	48·84
1916-17	1,455·17	18,78,31,769	3,23,88,253	1,62,25,740	8·64	64,44,493	*5,17,105	6 95	+92,64,142	425	49·89

* The share of loss recoverable from the company in working the British section of the Tinnevelly-Quilon (Travancore) railway is not deducted from this amount. The surplus profits were divided between the Government and he Company in the proportion of Rs. 19,50,00,000 to Rs. 1,50,00,000 or 13 : 1.

10 (*c*) **Nilgiri railway** (3′ 3⅜″ gauge)—

The original Nilgiri Railway Company was registered on the 30th September 1885 with nominal capital of Rs. 25,00,000, and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The original Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the former Company and supply the capital required to complete it and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by the Government for £235,000 on the 1st January 1903. The extension to Ootacamund was constructed by the Government.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mettupalaiyam to Coonoor	15-6-99	16·99	
Coonoor to Fernhill	15-9-08	10·86	
Fernhill to Ootacamund	15-10-08	1·11	
TOTAL	...	...	28·96

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (p)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*c*) Nilgiri railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on pynkado sleepers. Between Kallar and Coonoor (12 miles) there is also a central rack rail.

Ballast.—Rack section is ballasted with clean broken granite and the Adhesion section with hard gneiss.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is of 318 feet radius.

Gradients.—The ruling gradient is 1 in 12·5 on the Rack section and 1 in 25 on the Adhesion section.

Contract—

The railway was worked by the former Madras Railway Company up to the 31st December 1907 on behalf of the Government. With effect from 1st January 1908 it was made over to the South Indian Railway Company as a part of the Jalarpet-Mangalore section for working as an integral part of their undertaking in terms of the contract of 2nd March 1909 between the Secretary of State and the Company with the condition that the South Indian Railway Company are not to pay interest on the capital cost of the Coonoor-Ootacamund railway incurred either before or after 1st January 1908.

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	28·96	67,32,028	3,36,030	42,991	0·63	223	87·21
1909	28·96	70,32,241	4,08,791	53,657	0·76	271	86·87
1910	28·96	75,94,023	4,57,097	72,441	0·95	304	84·15
1911	28·96	77,29,506	4,94,851	1,24,632	1·61	329	74·81
1912	28·96	78,32,496	5,21,687	1,16,443	1·49	346	77·68
1st qr. of 1913.	28·96	78,84,535	1,25,409	25,923	0·33	333	79·33
1913-14	28·96	81,18,956	5,38,969	98,376	1·21	357	81·75
1914-15	28 96	82,82,093	5,74,861	23,957	0·29	382	95·83
1915-16	28·96	83,64,280	6,95,971	89,920	1·08	462	87·08
1916-17	28·96	83,89,102	7,79,928	2,69,516	3·21	518	65·44

10 (*d*) Peralam-Karaikkal railway (3′ 3⅜″ gauge)—

The line is partly in British and partly in French territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Peralam to Karaikkal	14-3-98	14·65	14·65

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails and 40·3 lb. flat-footed iron rails for a length of 1·45 miles only, laid on wooden and steel transverse sleepers.

Ballast.—The line is ballasted with laterite.

Fencing.—The line is fenced only at stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 200.

Contract—

Dated the 27th March 1902, *between the Government of the French Settlements in India and the South Indian Railway Company*, for the working of the Peralam-Karaikkal railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (p)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*d*) Peralam-Karaikkal railway (3' 3⅜" gauge)—*concld.*

Main provisions of contract—

(i) *Land.*—In French territory provided by the Colonial (French) Government free of cost but subject to a land tax as for private property : in British territory by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

(ii) *Government aid.*—The railway was constructed at cost price by the South Indian Railway Company at the request and on behalf of the Colonial (French) Government, and is worked and maintained by the Company who provide the rolling-stock required for the traffic of the Peralam-Karaikkal railway.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Direction, maintenance and working expenses, excluding the cost of repairing damages due to any extraordinary casualty and new minor works not costing more than Rs. 1,000 on the system, are calculated at the same proportion of the gross receipts of the Peralam-Karaikkal railway as obtains half yearly on the Company's system, including worked lines, as a whole, *plus* the cost of repairing damages due to any extraordinary casualty and of New Minor Works on the branch, 5 per cent of the gross receipts of the Branch for the use of the Company's rolling-stock and 5 per cent per annum for interest on Rs. 30,000 which is taken as representing the Branch line's share of the Company's outlay on revenue and other stores and workshop buildings and machinery.

The " net earnings " so arrived at are paid every half-year to the Colonial (French) Government :

Provided always that if, at any time, the working of the Peralam-Karaikkal railway involves an actual loss to the Company, the Colonial (French) Government shall make good such loss.

(v) *Rates and fares.*—To be agreed to between the Company and the Colonial (French) Government, but should not be less than the minima actually in force on the Company's undertaking.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of Colonial (French) Government to determine contract.—*
(viii) *Power of the Company to determine contract.—* } Determinable by either party on giving to the other 12 months' previous notice expiring on the 30th June or 31st December in any year.

(ix) *Term of contract, if not determined under* (vii) *or* (viii).—Not specified.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	14·65	7,23,786	41,108	9,408	1·30	54	77·11
1908	14·65	7,23,786	43,948	14,361	1·98	58	67·32
1909	14·65	7,23,786	46,125	13,590	1·88	61	70·54
1910	14·65	7,23,786	44,070	—517	...	58	101·78
1911	14·65	7,23,786	51,162	17,519	2·42	67	65·76
1912	14·65	7,23,786	61,431	19,715	2·72	81	67·91
1st qr. of 1913.	14·65	7,23,786	13,500	—704	...	71	105·21
1913-14.	14·65	7,23,786	63,513	21,393	2·96	83	66·32
1914-15.	14·65	7,23,786	66,464	20,041	2·77	87	69·85
1915-16	14·65	7,23,786	65,771	23,026	3·18	86	64·99
1916-17	14·65	7,23,786	64,917	23,187	3·06	85	65·85

10 (*e*) Podanur-Pollachi railway (3' 3⅜" gauge)—

The construction of this line by the South Indian Railway Company from funds to be provided by the District Board of Coimbatore was authorised in Railway Board's telegram No. 470 R.P., dated the 19th November 1913.

Progress in opening—

Section of railway.	Date of opening	Miles.	Total.
1	2	3	4
Podanur to Pollachi	15-10-15	25·04	25·04

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (p)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*e*) Podanur-Pollachi railway (3′ ⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 41¼ lb. flat-footed steel rails on hardwood (irool) sleepers.
Ballast.—The line is ballasted with moorum, except for 6 miles where field stones and Kunkar are used
Fencing.—Only the Pollachi station yard is fenced.
Curves.—The sharpest curve is of 955 feet.
Gradients.—The ruling gradient is 1 in 70.

Agreement—
Main provisions of agreement— } The line was constructed and is being maintained and worked under the terms of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1915-16 .	25·04	11,09,181	63,702	34,178	3·08	106	46·35
1916-17 .	25·04	10,48,834	1,60,792	81,972	7·82	123	49·02

10 (*f*) Pondicherry railway (3′ 3⅜″ gauge)—

The line is in the French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian Railway Company) with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the territory.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
East bank of the Gingee river to Pondicherry	15-12-79	7·85	7·85

Details of construction—

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel rails on wooden sleepers, except between miles 117 and 118 where 50-lb. bull-headed steel rails are laid on cast iron pot sleepers.
Ballast.—The line is ballasted with stone.
Fencing.—The line is fenced.
Curves.—The sharpest curve is of 495 feet radius.
Gradients.—The ruling gradient is 1 in 200.

Agreement and contract—

Agreement, dated the 30th December 1890, *between the South Indian Railway Company and the Pondicherry Railway Company,* for maintenance and working.
Despatch from the Secretary of State, No. 19 Ry., dated the 17th March 1895, intimating the renewal of the agreement by the parties thereto.
Contract, dated the 23rd April 1914 (supplemental to the principal contract of 1890), *between the Secretary of State and the South Indian Railway Company,* as to the adoption of the Government financial year for the preparation of accounts.

Main provisions of agreement—

(i) *Land.*—Not specified.
(ii) *Government aid.*—The railway (which was constructed by the Pondicherry Railway Company) is maintained, worked and provided with rolling-stock by the South Indian Railway Company as an integral part of their undertaking—except only as to such works required for the accommodation and extension of traffic on the Pondicherry line which the Pondicherry Railway Company would have had to construct had they been themselves working their own line, which the latter undertake to make at their own cost to the satisfaction of the South Indian Railway Company.
(iii) *Terms of working.*— } Maintenance and working expenses are charged for at the same percent-
(iv) *Distribution of profits.*— } age of the gross receipts of the Pondicherry railway as obtains on the South Indian Railway Company's undertaking including the Pondicherry line—duty, if any, payable to the Colonial (French) Government and direction and office expenses in England being excluded from the calculation. The balance is payable half-yearly to the Pondicherry Railway Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (p)}}$ · **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*f*) Pondicherry railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement—*concld.*

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} To correspond with those for the time being in force on the South Indian Railway Company's undertaking.

(vii) *Power of the Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State, dated the 24th November 1890, *vide* (vii) under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

(viii) *Power of the South Indian Railway Company to determine agreement.*—
(ix) *Power of the Pondicherry Railway Company to determine agreement.*—
} The agreement is terminable by either party on 6 months' notice given expiring on the 31st December in any year, subject to (vii).

(x) *Term of agreement.*—The agreement was originally for a term of 3 years, but it has since been renewed subject only to (vii), (viii) and (ix).

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	7·85	5,68,543	66,210	33,966	5·97	162	48·70
1908	7·85	5,68,543	77,018	35,890	6·31	189	53·41
1909	7·85	5,68,543	86,073	39,163	6·89	211	54·50
1910	7·85	5,68,543	97,447	43,611	7·67	239	55·25
1911	7·85	5,68,543	1,09,623	54,038	9·50	269	50·71
1912	7·85	5,68,543	1,46,367	70,932	10·93	359	51·54
1st qr. of 1913	7 85	5,68,543	72,699	28,382	4·99	712	60·96
1913-14	7·85	5,68,543	1,56,981	63,016	11·08	385	59·86
1914-15	7·85	5,68,543	1,02,839	41,650	7·33	252	59·50
1915-16	7·85	5,68,543	1,06,176	52,675	9·26	260	50·39
1906-17	7·85	5,68,543	96,434	47,389	8·34	236	50·86

10 (*g*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—

The Shoranur-Cochin railway is the property of the Cochin Durbar and was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908, it was made over to the South Indian Railway Company to be maintained and worked as part of its undertaking.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Shoranur to Ernakulam.	16-7-02	64·75	64·75

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed, and a few 50-lb. bull-headed, steel rails laid on wooden sleepers.
Ballast.—The line is ballasted throughout with stone and sand, chiefly the former.
Fencing.—The line is fenced in the vicinity of towns, stations and level crossings.
Curves.—The sharpest curve is of 818·57 feet radius.
Gradients.—The ruling gradient is 1 in 80.

Agreement—

Dated the 1st January 1908, *between His Highness the Raja of Cochin and the South Indian Railway Company*, for maintenance and working.

Dated the 24th May 1915, *between His Highness the Raja of Cochin and the South Indian Railway Company*, as to the adoption of Government financial year for the preparation of accounts.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (p)}}$ · **SOUTH INDIAN RAILWAY SYSTEM—*contd***

10 (*g*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement—

(i) *Land.*—Provided by the Cochin Durbar free of cost.

(ii) *Government aid.*—The railway (which is the property of the Cochin Durbar) is maintained and worked by the South Indian Railway Company in all respects as part of their own undertaking, except only as to the provision of funds for capital expenditure which are provided by the Durbar.

(iii) *Terms of working.*—For maintenance and working the Shoranur-Cochin railway the Durbar pays to the Company in each half-year—

(*a*) All expenditure on renewals, as distinguished from maintenance expenses, incurred on the Durbar's line;

(*b*) the Durbar's railway share of working expenses arrived at by deducting from the total working expenses of the combined system the expenditure incurred on the combined system for renewals as distinguished from maintenance, and dividing the balance between the Company and the Durbar's railway in the proportion that the gross receipts of the latter bear to those of the combined system; and

(*c*) the sum payable under the agreement as rent for the use of the Shoranur Junction station based on the total cost of the Junction station.

(iv) *Distribution of profits.*—Any difference between the gross receipts of the Shoranur-Cochin railway and the payment for working under (iii) which may exceed 2 per cent on the booked capital expenditure of the Durbar's line including land are deemed "surplus profits," divisible between the Durbar and the Company in the proportion of four-fifths to the former and one-fifth to the latter.

(v) *Rates and fares.*—Those generally applicable to the South Indian railway system; *vide* (iv) under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As on Indian State railways.

(vii) *Power of the Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State, dated the 24th November 1890, *vide* (vii) under 10(*b*) South Indian railway (3′ 3⅜″ gauge).

(viii) *Power of the Cochin Durbar to determine agreement.*— } On giving 12 months' notice expiring on
(ix) *Power of the Company to determine agreement.*— } the 30th September or before the 31st March in the succeeding year.

(x) *Term of agreement.*—Subject to (vii), (viii) and (ix).

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	64·75	69,34,602	4,17,179	1,35,752	1·96	124	67·46
1908 . . .	64·75	69,44,148	4,44,076	2,00,352	2·89	132	54·88
1909 . . .	64·75	69,86,248	5,16,290	2,60,923	3·73	153	49·45
1910 . . .	64·75	69,48,970	5,62,461	2,56,954	3·69	167	54·32
1911 . . .	64·75	69,56,785	6,00,932	2,89,925	4·17	178	51·75
1912 . . .	64·75	69,64,901	6,30,410	3,00,036	4·31	187	52·41
1st qr. of 1913 .	64·75	69,56,035	1,61,124	81,334	1·17	191	49·52
1913-14 . . .	64·75	69,85,278	6,59,639	2,79,356	4·00	196	57·65
1914-15 . . .	64·75	70,15,724	6,68,795	2,73,627	3·90	199	59·09
1915-16 . . .	64·75	70,51,322	7,01,335	3,21,080	4·55	208	54·22
1916-17 . . .	64·75	71,01,011	7,86,177	4,12,268	5 81	233	47·56

10 (*h*) Tanjore District Board railway (3′ 3⅜″ gauge)—

This railway originally extended from Mayavaram to Mutupet and was constructed by the South Indian Railway Company from funds of which half were provided by the Government of Madras from Provincial resources, and the other half by the Tanjore District Board from its Railway Guarantee Fund which was constituted by enhancing by 3 pies, *i.e.*, from 9 pies to the maximum rate of twelve pies per rupee, the

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (p)}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*h*) Tanjore District Board railway (3′ 3⅜″ gauge)—*contd.*

Local Land Cess raised in the district. From the 1st January 1900 the property of the Government in the Mayavaram-Mutupet line was made over to the Tanjore District Board at the cost price of Rs. 12,34,720. The construction of the extension from Mutupet to Avadaiyarcoil was then undertaken by the South Indian Railway Company at the cost of the Tanjore District Board from the available balances at the disposal of the Board and further funds raised by debentures, bearing interest at 4 per cent per annum, running for a term of 20 years ending with the 31st December 1920, on the security of the Mayavaram-Mutupet railway and of the receipts from their Railway Guarantee Fund—the Government reserving the right to take over the extension at any time on twelve months' notice by assuming any liabilities undertaken by the Board in the form of debentures to raise the money and repaying any further amounts spent by the Board out of the balances at their disposal.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Mayavaram to Tiruvallur	2-4-94	54·08			
Tiruvallur to Mutupet					
Mutupet to Pattukkottai	20-10-02	17·03			
Pattukkottai to Arantangi	31-12-03	28·35			
Arantangi to Quarry	23-8-06	3·90			
			103·36		
Mannargudi extension—					
Nidamangalam to Mannargudi	15-2-15	8·58	8·58		
TOTAL OPEN MILEAGE	...	...	...	111·94	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Tiruturaipundi to Vedaraniem (sanctioned on 15th October 1912)	...	23·12*			* Opening deferred. † Work stopped.
Mayavaram to Tranquebar (sanctioned on 15th December 1915).	...	17·96†	41·08		
				41·08	
GRAND TOTAL	...	...	...	153·02	

Details of construction—

Permanent-way.—The line is laid with first-class 41¼-lb. flat-footed steel and for a small length only with 40·3-lb. flat-footed second class iron rails on sâl, pynkado, west coast teak and jarrah sleepers.

Ballast.—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi and Nidamangalam-Mannargudi sections are being ballasted with laterite over sand.

Fencing.—The line is fenced only at stations.

Curves.—The sharpest curve is of 818 feet radius.

Gradients.—The ruling gradient is 1 in 200. Between Adirampatnam and Pattukkottai it is 1 in 160 and between Nidamangalam and Mannargudi, 1 in 400.

Contracts—

Dated the 22nd July 1897, *between the Secretary of State and the South Indian Railway Company,* as to the maintenance and working of the line from Mayavaram to Mutupet.

Government of Madras, Public Works Department, Proceedings No. 402-Ry., dated the 12th March 1900, as to the making over of the line, from Mayavaram to Mutupet, to the Tanjore District Board, and the construction and working, under the terms of the contract of 22nd July 1897, of an extension from Mutupet in the direction of Avadaiyarcoil.

Dated the 7th November 1916, *between the Secretary of State and the South Indian Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

Main provisions of contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—The railway (which is the property of the Tanjore District Board) was constructed, and is maintained and worked by the South Indian Railway Company, who provide the rolling-stock required for the traffic of the branch line.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is maintained and worked at the same percentage of its gross receipts as obtains half-yearly on the South Indian Railway Company's undertaking as a whole, including the Tanjore District Board's line, *plus* the cost of making good any damage affecting the Branch, *plus* 5 per cent of gross receipts for the use of the Company's rolling-stock, *plus* interest on the Company's capital outlay at joint stations provided for in clause 12 of the agreement.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As noted under 10(*b*), South Indian railway (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*— } On 12 months' notice expiring on the 31st December in any year.
(ix) *Term of contract.*—As in (vii) and (viii) above.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (p)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*h*) Tanjore District Board railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1900 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900 . . .	54·08	26,50,776	2,32,280	97,782	3·69	83	57·90
1901 . . .	54·08	32,17,511	2,90,637	1,35,765	4·22	103	53·29
1902 . . .	71·11	38,18,202	3,08,879	1,46,764	3·84	103	52·48
1903 . . .	99·46	45,70,190	3,90,747	2,09,167	4·58	106	46·47
1904 . . .	99·46	46,32,763	5,24,490	2,61,364	5·64	101	50·17
1905 . . .	99·46	47,33,090	5,86,680	2,65,302	5·61	113	54·78
1906 . . .	103·36	47,98,375	6,01,066	2,32,833	4·85	116	61·26
1907 . . .	103·36	47,86,554	6,33,181	2,86,169	5·98	118	54·80
1908 . . .	103·36	48,05,786	6,87,571	2,77,134	5·77	128	59·69
1909 . . .	103·36	48,08,937	6,84,734	2,70,086	5·62	127	60·56
1910 . . .	103·36	48,45,390	7,59,296	2,96,545	6·12	141	60·94
1911 . . .	103·36	48,56,852	8,36,516	3,63,851	7·49	156	56·50
1912 . . .	103·36	48,69,026	9,06,508	3,84,660	7·90	169	57·57
1st qr. of 1913 .	103·36	48,90,882	2,37,084	76,659	1·57	176	67·67
1913-14 . . .	103 36	52,09,745	9,79,466	3,49,568	6·71	182	64·31
1914-15 . . .	111·94	54,26,680	9,51, 392	3,34,830	6·17	163	64·81
1915-16 . . .	111·94	60,05,137	10,05,283	4,41,256	7·35	173	56·11
1916-17 . . .	111·94	66,24,756	10,19,000	4,35,635	6·58	175	57·25

10 (*i*) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tinnevelly to Kallidaikurichi	1-6-02	19·13	
Kallidaikurichi to the British frontier near Shencottah	1-8-03	31·28	
TOTAL .	...	...	50·41

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pots and 56-lb. flat-footed steel rails on wooden sleepers over bridges

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced at stations and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 1,432·5 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contracts—

Dated the 27th June 1901 (known as the "Travancore contract" and supplemental to the principal contract of 1890) *between the Secretary of State and the South Indian Railway Company*, as to the construction, maintenance and working of the Travancore Branch.

Dated the 21st December 1910 (supplemental to the contracts of 1890 and 1901) *between the Secretary of State and the South Indian Railway Company*, modifying the contract of 1901.

Dated the 23rd April 1914 (supplemental to the contracts of 1890, 1901 and 1910) *between the Secretary of State and the South Indian Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*— . . } As under 10 (*b*) South Indian railway (3′ 3⅜″ gauge)

(ii) *Government aid.*— . . }

(iii) *Terms of working.*— } The line is worked by the South Indian Railway Company at the same proportion of its gross earnings of each half-year as obtains on the whole of the Company's undertaking, including the Travancore Branch. The "net revenue receipts" of a half-year so arrived at of the Travancore Branch are then applied, in the following manner and order, in payment to the Government of interest—

(iv) *Distribution of profits.*— }

(*a*) on debentures and debenture stock, and } for the purpose of the branch;

(*b*) due on any capital advanced by the Government }

(*c*) the surplus, if any, is divisible between the Government and the Company in the proportion in which the residue of net receipts of the undertaking is divisible as noted against (iii) (*d*) under 10 (*b*) South Indian railway (3′ 3⅜″ gauge).

If the net receipts of the Branch fall short of the interest charges, the deficiency is first to be divided between the Native State and British sections of the line in proportion to the capital cost of the sections, and as between the Secretary of State and the Company so much of the deficiency

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (p)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*i*) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)—*concld.*

Main provisions of contract—*concld.*

as is attributable to the Native State section is to be borne by the Secretary of State, and so much as is attributable to the British section is to be borne by the Secretary of State and the Company in the proportion in which any surplus of net receipts over interest charges would have been divisible. The Company's share of any such deficiency may be deducted by the Secretary of State from its share of any surplus profits due under the principal contract for the same half-year or under this contract or the principal contract for the next succeeding half-year.

As between the Government and the Travancore Durbar, the latter has under-written the guarantee of interest to the extent of the capital cost of the portion of the line in its territory; and it has been agreed that any surplus retained by the Government in accordance with the foregoing shall be divided between them in proportion to the respective lengths of the British and Native State sections of the line, and that the share of any deficiency attributable to the latter shall be borne by the Travancore Durbar.

(v) *Rates and fares*— . . . . .
(vi) *Special obligations as to the conveyance of.*— . . .
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Services for any Department of the Travancore Durbar.*— .
(viii) *Power of the Government to determine contract.*— . .
(ix) *Power of the Company to surrender contract.*— . .
(x) *Term of contract.*— . . . . .

} As under 10 (*b*) South Indian railway (3′ 3⅜″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.		Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.		Gross earnings.	Net earnings	Percentage of net earnings on total capital outlay given in columns (4) and (5).	Interest charges.		Gain or loss *pertaining to each year.*			Earnings per mile per week.	Proportion of expenses to earnings.
										British section.				
	British section.	Native State section.	British section.	Native State section.				British section.	Native State section.	South Indian Railway Company.	State.	Native State section.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1902	19·05	...	31,64,655	75,81,838	47,210	26,039	0·24	1,15,306	2,30,014	...	—89,267	—2,30,014	81	44·84
1903	49·50	0·43	38,46,098	1,01,18,508	1,68,370	99,038	0·71	1,21,989	3,14,967	—15,596	—50,817	—2,41,505	101	41·18
1904	50·40	57·98	40,40,486	1,15,98,498	3,05,764	1,49,690	0·96	1,39,945	3,95,455	—16,145	—91,408	—2,78,157	85	51·04
1905	50·48	57·98	43,10,925	1,17,84,078	4,86,757	2,49,307	1·55	1,44,178	3,32,112	—13,234	*+5,038	—2,18,787	80	48·78
1906	50·48	57·98	43,62,235	1,18,26,747	4,97,643	2,22,479	1·37	1,45,163	3,86,240	—13,939	—56,715	—2,38,270	88	55·29
1907	50·48	57·98	43,86,635	1,18,07,091	5,97,098	3,04,860	1·88	1,50,213	3,97,953	—10,269	—54,916	—1,78,121	106	48·94
1908	50·48	57·98	43,89,979	1,17,98,653	6,42,077	2,93,380	1·81	1,51,598	3,99,756	—10,481	—59,435	—1,88,055	114	54·31
1909	50·41	58·05	43,93,309	1,17,97,245	6,50,948	2,95,529	1·83	1,44,338	3,85,580	—9,034	—54,383	—1,70,972	115	54·60
1910	50·41	58·05	44,22,418	1,18,26,000	6,80,080	3,04,658	1·88	1,45,069	3,86,342	—8,351	—52,836	—1,65,556	121	55·29
1911	50 41	58·05	44,40,594	1,18,24,590	7,66,515	3,47,453	2·14	1,49,395	3,99,802	—3,904	—50,747	—1,46,093	136	54·67
1912	50·41	58·05	44,20,640	1,18,18,994	8,15,945	3,85,321	2·37	1,48,147	4,00,801	—3,119	—40,957	—1,19,551	145	52·78
1st qr. of 1913	50·41	58·05	44,19,271	1,18,22,921	1,19,831	73,657	0·45	37,049	1,00,190	—1,191	—16,058	—46,333	136	61·60
1913-14	50·41	58·05	44,19,509	1,18,74,349	9,03,390	3,55,800	2·18	1,18,201	3,31,151	—3,606	—21,821	—68,125	160 158	60·62
1914-15.	50·41	58·05	43,62,872	1,27,03,873	8,92,082	2,65,752	1·56	1,48,458	4,03,606	—5,561	—67,837	—2,12,914		70·21
1915-16.	50·41	58·05	43,52,433	1,45,43,178	9,85,938	4,01,070	2·12	1,53,758	4,15,840	—3,494	—32,181	—1,32,862	175	59·32
1916-17.	50·41	58·05	43,72,052	1,53,72,846	10,27,354	4,18,755	2·12	1,88,565	5,35,782	—6,441	—54,800	—2,44,350	182	59·24

* Due to abnormal increase in net earnings.

10 (*j*) Tinnevelly Quilon (Travancore) railway (Native State section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Quilon to Punalur	1-6-04	28·28		
Punalur to the Frontier of the Travancore State near Shencottah .	26-11-04	29·77		
TOTAL OPEN MILEAGE . . .	...	...	58·05	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Quilon to Trivandrum (sanctioned on 1st October 1913) . . .	...	37·91		
GRAND TOTAL. . .	...	...	...	95·96

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (p)}}$ **. SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*j*) Tinnevelly-Quilon (Travancore) railway (Native State section) (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 23·50 miles, between Punalur and Shencottah, where there are wooden sleepers of jarrah, irool and teak.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 477 feet radius.

Gradients.—The ruling gradient between Quilon and Punalur is 1 in 100 and between Punalur and Shencottah 1 in 50.

Contracts—

The line is worked on the same terms as apply to the Tinnevelly-Quilon (Travancore) railway (British section) [10 (*i*)].

Statistics of working—

See under British section [10 (*i*)].

10 (*k*) Morappur-Hosur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Morappur to Dharmapuri	18-1-06	18·53	
Dharmapuri to Hosur	15-5-13	54·87	
TOTAL . . .	...	...	73·40

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pynkado.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Contracts—

The line is the property of Government. A portion of it, from Morappur to Dharmapuri, was worked on behalf of Government by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908 it was made over to the South Indian Railway Company for maintenance and working as an integral part of their undertaking under the contracts noted under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

The other portion, from Dharmapuri to Hosur, was constructed by the agency of the South Indian Railway Company from funds provided by the Secretary of State and as such, no portion of the capital expenditure on this section is debitable to the capital account of the South Indian Railway Company. The capital account is kept separate for the Government of India. This section, however, is worked and maintained by the South Indian Railway Company as part of their undertaking under the contracte referred to in the previous paragraph.

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	18·53	8,39,999	37,145	3,769	0·45	39	89·85
1909	18·53	9,22,100	39,270	6,883	...	41	117·53
1910 .	18·53	12,56,128	45,796	9,627	0·77	48	78·98
1911 .	18·53	20,37,238	41,315	36	...	43	99·91
1912 .	18·53	25,38,828	48,998	2,581	0·10	51	94·73
1st qr. of 1913.	18·53	28,75,960	11,918	—2,743	...	49	123·02
1913-14 .	73·40	30,32,268	1,19,739	2,887	0·10	31	97·59
1914-15 .	73·40	30,17,575	1,32,583	—23,737	....	35	117·90
1915-16 .	73·40	30,11,243	1,54,913	7,411	0·25	41	95·22
1916-17 .	73·40	29,90,738	1,71,451	14,600	0·49	45	91·48

APPENDIX 1—*contd.*

History of railways constructed and in progress.

(For Index see page preceding this appendix.)

Number Sub-heads (*a*) to (*p*). **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*l*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tirupattur to Krishnagiri	18-9-05	25·38	25·38

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Contracts—

The line is the property of Government, on whose behalf it was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908 it was made over to the South Indian Railway Company for maintenance and working as an integral part of their undertaking under the contracts noted under 10 (*b*) South Indian railway (3′ 3⅜″ gauge).

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908 .	25·38	10,87,305	53,682	1,233	0·11	41	97·70
1909	25·38	10,86,836	45,692	312	0·03	35	99·32
1910 .	25·38	11,14,660	57,179	10,061	0·90	43	82·40
1911 .	25·38	11,01,519	65,298	18,179	1·65	49	72·16
1912 .	25·38	10,98,576	63,563	19,179	1·75	48	69·83
1st qr. of 1913.	25 38	10,98,617	11,825	—1,664	...	36	114·07
1913-14 .	25·38	11,13,720	60,912	—5,583	...	46	109·17
1914-15 .	25·38	11,55,650	65,459	5,139	0·44	50	92·15
1915-16 .	25·38	11,28,324	68,245	16,248	1·44	52	76·19
1916-17 .	25·38	11,02,702	77,787	26,163	2·37	59	66·37

10 (*m*) Suramangalam-Salem railway (5′ 6″ gauge)—

Sanction to the construction of this line by the South Indian Railway Company on behalf of the District Board of Salem was conveyed in Railway Board's Notification No. 72, dated the 23rd March 1915. The construction of the line has been completed but the opening has been deferred.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Suramangalam to Salem (Sanctioned on 23rd March 1915)	...	3·86	3·86

10 (*n*) Manamadura-Sivaganga railway (3′ 3⅜″ gauge)—

Sanction to the construction of this line by the South Indian Railway Company on behalf of the District Board of Ramnad was conveyed in Railway Board's Notification No. 336, dated the 2nd December 1915, but the commencement of work has been postponed owing to the present abnormal conditions arising out of the war.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (p)}$. **SOUTH INDIAN RAILWAY SYSTEM**—*concld.*

10 (*n*) Manamadura-Sivaganga railway (3′ 3⅜″ gauge)—*concld.*

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Manamadura to Sivaganga (sanctioned on 2nd December 1915)	...	12·43	12·43

10 (*o*) Tinnevelly-Tiruchendur railway (3′ 3⅜″ gauge)—

Sanction to the construction of this line by the South Indian Railway Company on behalf of the District Board of Tinnevelly was conveyed in Railway Board's Notification No. 211, dated the 16th July 1915. The work which was in progress has for the present been stopped, owing to the abnormal conditions on account of the war.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tinnevelly to Tiruchendur (sanctioned on 12th July 1915)	...	38·18	38·18

10 (*p*) Trichinopoly-Pudukkottai railway (3′ 3⅜″ gauge) —

Sanction to the construction of this line by the South Indian Railway Company on behalf of the Pudukkottai Durbar was conveyed in Railway Board's letter No. 186 P.-16, dated the 4th August 1916, but work has not yet been started.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Trichinopoly to Pudukkottai (sanctioned on 4th August 1916)	...	32·00	32·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 11}}{\text{Sub-heads } (a) \text{ to } (d)}$. ASSAM-BENGAL RAILWAY SYSTEM—

Chairman.—Sir Frederick R. Upcott, K.C.V.O., C.S.I.
Managing Director.—James Meadows Rendel, Esq.
Offices.—Bishopsgate House, 80, Bishopsgate, London, E. C.
Date of registration of the Company.—18th March 1892.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, which was worked by the Assam-Bengal Railway Company up to the end of 1905, was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

Lines comprised in the system—

The Assam-Bengal railway system is made up of—

	Open line.	Under construction, or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Assam-Bengal railway (3′ 3⅜″ gauge)	823·12	2·29	825·41
(*b*) Mymensingh-Bhairab Bazar railway (3′ 3⅜″ gauge)	31·25	69·48	100·73
(*c*) Ckaparmukh-Silghat railway (3′ 3⅜″ gauge)	...	50 81	50·81
(*d*) Katakhal-Lalabazar railway (3′ 3⅜″ gauge)	...	23·30	23·30
Total	854·37	145·88	1,000·25

11 (*a*) Assam-Bengal railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Chittagong Port to Chittagong	3-11-95	1·73			
Chittagong to Feni	1-7-95	55·90			
Feni to Comilla	1-7-95	35·10			
Comilla to Akhaura	1-1-96	29·41			
Akhaura to Karimganj	4-12-96	114·00			
Karimganj to Badarpur	4-12-96	12·00			
Badarpur to Dámchara	23-4-99	*18·53			*Of this 3 miles between Katlichara and Damchara, were reconstructed in 1915.
Dámchara to Lumding	1-12-03	†56·29			†Excluding 44 miles, between Damchara and Maibang under re-construction, but including 16·50 miles, between Maibang and Langting, reconstructed in 1915-16 and 12 miles, between Damchara and Harangajo, reconstructed in 1916-17.
Lumding to Nazira	1-1-01	141·87			
Nazira to Lakwá	15-11-01	10·71			
Lakwá to Bhojo	1-2-03	12·72			
Bhojo to Tinsukia	1-3-03	41·53			
			529·79		
Branches—					
Noakhali branch—					
Láksám to Noakhali	15-5-03	30·46			
			30·46		
Chandpur branch—					
Láksám to Chandpur	1-7-95	31·62			
			31·62		
Tangi branch—					
Akhaura to Ashuganj on the left bank of the Megna	1-4-10	19·05			
Ashuganj junction wagon ferry	1-4-15	0·80			
Bhairab Bazar to Daulat Kandi	1-9-16	2 25			
Daulat Kandi to Tangi	1-7-14	39·07			
			61·17		
Sylhet branch—					
Kulaura to Fenchuganj Ghat	16-4-12	15·10			
Fenchuganj Ghat to Kusiyara	1 7-16	0·95			
Kusiyara to Sylhet	1-4-15	15·14			
			31·19		
Silchar branch—					
Badarpur to Katakhal	13-6-98	6·27			
Katakhal to Silchar	8-11-98	12·35			
			18·62		
Gauháti branch—					
Gauháti Ghát to Gauháti	1-1-97	1·32			
Gauháti to Jamunamukh	1-1-97	74·11			
Jamunamukh to Lanka	2-1-99	19·11			
Lanka to Lumding (temporary station)	1-3-99	15·55			
Lumding (temporary station) to Lumding	20-2 00	3·44			
			113·53		
Dikhow Extension—					
Sibsagar Road to Behubar	4-2-13	6·74	6·74		
TOTAL OPEN MILEAGE	...	...	...	823·12	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Naginimara branch (sanctioned on 11th June 1914)	...	2·29	2·29	2·29	
GRAND TOTAL	...	...	...	825·41	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

For Index see page preceding this appendix.]

Number Main head 11 / Sub-heads (*a*) to (*d*) **ASSAM-BENGAL RAILWAY SYSTEM**—*contd.*

11 (*a*) Assam-Bengal railway (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails, partly on sâl and pynkado, and partly on bastard sâl, nageshur, American and Australian sleepers. The Noakhali and Sylhet branches are laid with 41¼-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

Fencing.—The line is fenced between Chittagong Port and Silchar, Láksám and Chandpur, Akhaura and Ashuganj, Gauháti Ghât and Gauháti, and half a mile from Gauháti towards Lumding, and at some stations on the hill section. Tangi branch is being fenced.

Curves.—The sharpest curve is of 358 feet radius.

Gradients.—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding, 1 in 60, with a 1 in 37 banking section, 8·54 miles long; between Gauháti and Tinsukia, and Kulaura and Sylhet, 1 in 100; between Láksám and Noakhali, 1 in 200; between Láksám and Chandpur, 1 in 300; between Badarpur and Silchar, 1 in 150; and between Akhaura and Tangi, 1 in 200.

Contracts—

Dated the 26th April 1892 (called the principal contract), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the construction, management, maintenance and working, by the Company, of their undertaking.

Dated the 12th April 1897 (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the raising of £300,000 by means of debentures.

Dated the 6th December 1899, *between the Secretary of State and the Assam-Bengal Railway Company*, as to the extension of time for the completion of the railway.

Dated the 4th November 1902, *between the Secretary of State and the Assam-Bengal Railway Company*, relating to the renewal of debentures issued by the Company.

Dated the 29th April 1903 (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 11th April 1906 (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part, of their undertaking as from 1st January 1906.

Dated the 5th March 1914 (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the adoption of the Government financial year for the purposes of accounts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Government guarantee interest in sterling at 3 per cent on the Company's share capital of £ 1,500,000. (Up to 30th June 1898 interest was allowed at 3½ per cent.)

(iii) *Distribution of profits.*—The net earnings to be applied in payment to the Government of—

(*a*) The equivalent in rupees of interest paid on debenture capital; provided that, if the Company's share capital is not less than $\frac{3}{11}$ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital;

(*b*) the equivalent in rupees of the guaranteed interest paid to the Company in respect of share capital; and

(*c*) interest on the capital contributed, or deemed to be contributed, by the Government, at the same rate as the guarantee for the time being on the Company's capital. But if the capital advanced by Government exceed $\frac{8}{11}$ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement.

"Surplus profits", after interest charges have been met, are divided between the Company and the Government in the ratio of the respective amounts of capital expended by them on the undertaking.

(iv) *Rates and fares.*—To be approved by the Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as obtain on State railways of the same gauge, and at rates to be approved by the Government.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by the Government.

(vi) *Power of the Government to determine contract.*—The railway and its appurtenances are absolutely the property of the Government, who may determine the contract on the 31st December 1921, or at the end of any succeeding tenth year by giving 12 months' previous notice.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 11}}{\text{Sub-heads (a) to (d)}}$, **ASSAM-BENGAL RAILWAY SYSTEM**—*contd.*

11 (*a*) Assam-Bengal railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

The Government may also determine the contract at any time on six months' previous notice if the Company fail to fulfil its obligations, or if the line be worked at a loss for three consecutive half-years. On the determination of the contract, the Company is to hand over to the Government the railway and all its belongings of every description, on repayment by the Government of the amount in sterling, at the par value, of the share capital paid by the Company to the Government, and of any existing liabilities, including debentures, incurred with the sanction of the Secretary of State.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract.*—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1895 .	129·49	4,27,47,293	2,14,426	—8,047	...	13,95,636	—14,03,683	64	103·75	* The decrease in net earnings is due to heavy expenditure of an extraordinary character, *e.g.*, heavier renewals of sleepers, repairs to jetty sheds destroyed by fire in 1907 and commission on debentures renewed in 1908.
1896 .	285·90	5,59,03,217	6,18,785	33,238	0·06	23,73,034	—23,39,796	71	94·63	
1897 .	360·63	6,94,23,486	9,90,640	72,214	0·10	22,56,279	—21,84,065	63	92·71	
1898 .	379·25	8,32,11,758	13,08,124	54,551	0·07	24,45,275	—23,90,724	83	95·83	
1899 .	434·66	19,45,26,273	16,19,646	3,22,704	0·37	28,63,084	—25,40,380	75	80·08	
1900 .	436·26	10,31,71,809	17,09,955	3,64,364	0·38	33,31,390	—29,67,026	75	78·69	
1901 .	589·21	11,17,19,504	21,34,252	4,56,654	0·44	35,06,252	—30,49,598	70	78·60	
1902 .	589·21	11,87,04,959	20,96,058	2,54,418	0·23	38,08,387	—35,53,969	68	87·86	
1903 .	740·38	12,40,28,548	23,97,658	4,43,963	0·35	40,71,450	—36,27,487	71	81·48	
1904 .	740·38	12,60,09,639	29,53,962	1,05,390	0·08	41,66,535	—40,61,145	77	96·43	
1905 .	740·38	12,78,56,722	34,14,295	1,25,615	0·10	42,61,306	—41,35,691	88	96·32	
1906 .	775·28	13,25,20,704	42,20,064	4,27,858	0·30	44,53,682	—40,25,824	104	89·86	
1907 .	775·28	13,49,01,242	48,90,137	6,40,254	0·47	37,92,277	—31,52,023	122	86·91	
1908 .	775·28	13,90,59,050	46,96,729	*53,309	0·04	41,64,794	—41,11,485	117	98·87	
1909 .	770·84	14,31,45,488	49,14,893	4,47,461	0·31	43,64,911	—39,17,450	122	90·90	
1910 .	789·89	14,45,68,076	51,70,052	7,84,033	0·54	44,08,319	—36,24,286	126	84·83	
1911 .	789·89	14,79,47,899	55,76,145	11,37,710	0·77	45,86,405	—34,48,695	136	79·59	
1912 .	804·99	15,04,29,093	64,50,146	17,29,637	1·15	46,70,106	—29,40,469	155	73·18	†Decrease in the mileage is due to the exclusion, of the hill section under reconstruction.
1st qr. of 1913.	804·99	15,18,32,951	18,68,616	5,96,938	0·39	11,75,440	—5,78,502	173	66·99	
1913-14 .	811·73	15,70,22,687	70,42,793	22,71,129	1·45	49,09,954	—26,38,825	167	67·75	
1914-15 .	847·98	16,24,85,226	68,85,473	17,31,408	1·07	51,33,336	—34,01,928	156	74·85	
1915-16 .	†807·92	16,49,71,133	67,47,378	14,90,502	0·90	52,48,999	—37,58,497	161	77·91	
1916-17 .	823·12	16,66,64,680	67,38,485	14,79,329	0·89	51,39,317	—36,59,988	157	78·04	

11 (*b*) Mymensingh-Bhairab Bazar railway (3′ 3⅜″ gauge)—

Date of registration of the Company—1915.

Sanction to the construction of this line was conveyed in Railway Board's Notification No. 115 dated the 5th May 1915. The line is being constructed by the Mymensingh-Bhairab Bazar Railway Company.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Bhairab Bazar to Kishorgunj	20-3-17	31·25	31·25	
Under construction or sanctioned for construction—				
Kishorgunj to Gauripur . .	Sanctioned on 5th May 1915	...	29·11	
Mymensingh to Netrokona . .		...	27·20	
Shamganj to Jhanjail-Jharia . .		...	13·17	
			69·48	
GRAND TOTAL .	...	...	...	100·73

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 11}}{\text{Sub-head (a) to (d)}}$. **ASSAM-BENGAL RAILWAY SYSTEM**—*concld.*

11 (*b*) Mymensingh-Bhairab Bazar railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. steel rails, partly of Assam-Bengal railway type and partly of British standard section, laid on sal sleepers.

Ballast.—The line has not been balasted yet.

Fencing.—Only station yards, level crossings and selected portions of the line are to be fenced.

Curves.—The sharpest curve has a radius of 1,146 feet.

Gradients.—The ruling gradient is 1 in 200 on approaches to bridges with headways for navigation.

Contract.—The line is owned by the Mymensingh-Bhairab Bazar Railway Company by whom it is being constructed. The open portion is being worked by the Assam-Bengal Railway Company under the terms of a contract which is under consideration.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense to end of the year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits payable to (−), the Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.			Rs.		Rs.	
1916-17 .	31·25	...	Information not available.							

11 (*c*) Chaparmukh-Silghat railway (3′ 3⅜″ gauge)—

Date of registration of the Company—1915.

Sanction to the constructian of this line by the Assam-Bengal Railway Company, on behalf of the Chaparmukh-Silghat Railway Company was conveyed in Railway Board's Notification No. 276, dated the 5th October 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1		3	4
Chaparmukh to Silghat (sanctioned on 5th October 1915)	...	50·81	50·81

11 (*d*) Katakhal-Lalabazar railway (3′ 3⅜″ gauge)—

Date of registration of the Company—1915.

Sanction to the construction of this line by the Assam-Bengal Railway Company, on behalf of the Katakhal-Lalabazar Railway Company was conveyed in Railway Board's Notification No. 451 P., dated the 9th March 1916.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Katakhal to Lalabazar (sanctioned on 9th March 1916)	...	23·30	23·30

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM.**

Chairman.—Alexander Izat, Esq., C.I.E.
Managing Director.—E. A. Neville, Esq.
Offices.—237, Gresham House, Old Broad Street, London, E.C.
Date of registration of the Company.—23rd October 1882.

Lines comprised in the system.—The Bengal and North-Western railway system is made up of—

	Miles.
(*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)	1,241·67
(*b*) Tirhoot railway (3′ 3⅜″ gauge)	812·06
Total	2,053·73

Running powers—

		Miles.
Home line over Foreign lines—		
Cawnpore to Aishbagh, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand railway	for passenger and goods trains.	45·03
Aishbagh to Daliganj, Lucknow-Bareilly (3′ 3⅜″ gauge) railway		3·40
Daliganj to Burhwal, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand railway		34·57
Benares Cantonment to Benares City, and Benares Cantonment to outer signal on the Benares-Allahabad extension, Oudh and Rohilkhand railway (3′ 3⅜″ gauge)		2·18
At Sitapur within the boundary of the Rohilkund and Kumaon railway		0·85
Total ...		86·03

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Sonepore, *vid* Chupra, Savan and Gorakhpur, to Mankapur	15-1-85	221·22		
Mankapur to Gonda	2-4-84	17·36		
Gonda to Colonelganj	29-10-91	17·89		
Colonelganj to Jarwal Road	1-2-92	10·74		
Jarwal Road to Gogra Ghât	18-12-96	2·78		
Gogra Ghât to Chowka Ghât	24-12-98	3·67		
Chowka Ghât to Burhwal	24-11-96	2·88		
			276·54	
Branches and Extensions—				
Digha Ghât branch—				
Sonepore to Palezaghat	15-1-85	7·89		
			7·89	
Mashrak branch—				
Chupra to Mashrak	20-3-10	26·17		
			26·17	
Maharajganj branch—				
Daronda to Maharajganj	1-4-07	3·90		
			3·90	
Savan—Captainganj branch—				
Savan to Thawe	1-4-07	17·82		
Thawe to Tamkuhi Road	15-3-13	22·60		
Tamkuhi Road to Captainganj	26-4-13	38·86		
			79·28	
Bagaha branch—				
Gorakhpur to Chhitauni Ghât	7-2-07	59·88		
Chhitauni Ghât to Bagaha	9-8-12	2·38		
			62·26	
Gorakhpur-Gonda loop—				
Gorakhpur to Uska Bazar	15-12-86	39·58		
Uska Bazar to Barhni	15-1-05	30·88		
Barhni to Tulsipur	15-1-06	24·04		
Tulsipur to Balrámpur	1-6-98	18·15		
Balrámpur to Gonda	15-12-96	23·08		
			135·73	
Jarwa branch—				
Gainsari to Jarwa	12-4-06	9·16		
			9·16	
Ajodhya branch—				
Mankapur to Nawabganj (Gonda)	2-4-84	13·48		
Nawabganj (Gonda) to Ajodhya (Lakarmandi Ghat)	1-12-84	5·05		
			18·53	
Naipalganj Road branch—				
Gonda to Bahraich	2-4-84	37·47		
Bahraich to Naipálganj Road	15-12-86	33·15		
			70·62	
Katarnian Ghât branch—				
Nánpára to Mihinpurwa	15-12-96	14·79		
Mihinpurwa to Katarnian Ghât	25-3-98	27·28		
			42·07	
Sitapur branch—				
Burhwal to Sitapur	13-3-11	58·91	58·91	
Carried over	...	...	...	791·06

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.		Date of opening.	Miles.	Total.	Grand total.
1		2	3	4	5
Brought forward		...	...	...	791·06
Chupra-Benares-Allahabad branch—					
Chupra to Revelganj		15-4-91	7·75		
Revelganj to Manjhi		1-4-99	2·58		
Manjhi to Bakulha		4-2-12	3·33		
Bakulha to Ballia	Ganges-Gogra Doab lines	12-5-99	26·85		
Ballia to Phephna		15-3-99	6·26		
Phephna to Ghazipur Ghât		10-3-03	32·02		
Ghazipur Ghât to Aunrihar		15-3-99	26·88		
Aunrihar to Benares		15-3-99	19·87		
Benares to Madhosingh		1-3-09	28·60		
Madhosingh to Jhusi		21-4-09	41·95		
Jhusi to Izat bridge		1-11-12	2·36		
Izat bridge to Allahabad City		8-5-13	2·16		
				200·63	
Mirzapur Ghât extension—					
Madhosingh to Mirzapur Ghât	Ganges-Gogra Doab lines	1-3-09	6·89		
Mirzapur Ghât to Chilh		25-10-12	0·53		
				7·42	
Bhatni-Benares chord—					
Bhatni to Turtipar		15-12-96	17·23		
Turtipar to Mau	Ganges-Gogra Doab lines	8-6-98	26·00		
Mau to Aunrihar		15-3-99	35·81		
				79·04	
Barhaj branch—					
Salimpur to Barhaj		1-12-97	12·62		
				12·62	
Dohrighat branch—					
Phephna to Indara	Ganges-Gogra Doab lines	15-3-99	31·39		
Indara to Dohrighat		21-3-84	21·59		
				52·98	
Shahganj branch—					
Mau to Azamgarh		8-6-98	26·83		
Azamgarh to Shahganj		14-2-03	34·64		
				61·47	
Jaunpur branch—					
Aunrihar to Jaunpur		21-3-04	36·45		
				36·45	
					450·61
TOTAL		...	...	...	1,241·67

Details of construction—

Permanent-way.—The main line, the Sitapur branch and the sections from Chupra to Inchcape bridge and Bhatni to Turtipar are laid with 50-lb. steel rails mostly on sâl sleepers. The rest of the line north of the Gogra is laid with 41¼-lb. steel rails mostly on sâl sleepers. The Ganges-Gogra Doab main lines from Turtipar to Allahabad City and Aunrihar to Inchcape bridge are laid with 50-lb. steel rails on sâl sleepers, and the branches with 41¼-lb. steel rails on sâl sleepers.

Ballast.—The whole line, except quite new constructions, is ballasted with kunkur, broken brick or shingle.

Fencing.—The main line and the section from Chupra to Revelganj are fenced.

Curves.—The sharpest curve is of 900 feet radius on the Gorakhpur division.

Gradients.—The ruling gradient is 1 in 300. On the various river ghât lines the gradients are steeper.

Contracts—

Dated the 12th December 1882 (called the original contract), *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the construction and working by the Company of the Bengal and North-Western railway.

Dated the 22nd February 1886 (supplemental to and modifying in some respects the contract of 1882), *between the Secretary of State and the Bengal and North-Western Railway Company.*

Dated the 18th July 1890, *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the taking over and working by the Company of the State railways known as the Tirhoot railway in conjunction with the Company's railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 19th December 1894 (supplemental to the contracts of 1882, 1886 and 1890), *between the Secretary of State and the Bengal and North-Western Railway Company,* providing for the further extension of the Company's system of railways and for the exercise by the Company of running powers for through traffic over the Cawnpore-Burhwal (3′ 3⅜″ gauge) link of the Oudh and Rohilkhand railway.

Dated the 12th December 1895 (supplemental to the contracts of 1890 and 1894), *between the Secretary of State and the Bengal and North-Western Railway Company,* modifying in some respects the contract of 1890 relating to the Tirhoot railway.

Dated the 23rd July 1896 (supplemental to the contracts of 1882, 1886, 1890, 1894 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company,* providing for further extensions of the Company's railway and of the Tirhoot railway.

Dated the 15th January 1903 (supplemental to the contracts of 1882, 1886, 1894 and 1896), *between the Secretary of State and the Bengal and North-Western Railway Company,* providing for further extensions of the Company's railway.

Dated the 24th April 1903 (supplemental to the contracts of 1882, 1890 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company,* as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 14th December 1905 (supplemental to the contracts of 1882, 1890, 1895, 1896 and 1903), *between the Secretary of State and the Bengal and North-Western Railway Company,* continuing with modifications the contract of 1890 relating to the Tirhoot railway and modifying in some respects the contract of 1882 relating to the Company's railway.

Dated the 7th October 1907 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, and 1905), *between the Secretary of State and the Bengal and North-Western Railway Company,* providing for further extensions of the Company's railway.

Dated the 1st October 1908 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905 and 1907), *between the Secretary of State and the Bengal and North-Western Railway Company,* for providing for a further extension of the Company's railway from Chupra to Mashrak.

Dated the 9th July 1909 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907 and 1908), *between the Secretary of State and the Bengal and North-Western Railway Company,* providing for a further extension of the Company's railway, from Burhwal to Sitapur.

Dated the 13th October 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908 and 1909), *between the Secretary of State and the Bengal and North-Western Railway Company,* providing for extensions of the Company's railway connecting the Company's Main lines with the Company's Doab lines and with the Tirhoot railway, respectively, by bridges over the Gogra and Gundak rivers.

Dated the 7th December 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908, 1909 and 13th October 1910), *between the Secretary of State and the Bengal and North-Western Railway Company,* providing for a further extension of the Company's railway from Thawe to Captainganj.

Dated the 13th March 1914 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908, 1909, 13th October and 7th December 1910), *between the Secretary of State and the Bengal and North-Western Railway Company,* providing for the accounts for purposes of these contracts being prepared from 1st April 1913 for the financial year instead of for the calendar year.

Bengal and North Western Railway Company's Act of 1914, authorising the formation of a "Capital Redemption Fund" out of the general revenues of the Company; the sums at credit of this fund to be utilised in purchasing and cancelling the Company's first or second preference stock.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost for the Company's railway; and at the cost of capital for the Tirhoot railway undertaking.

(ii) *Government aid.*—Nil.

(iii) *Terms of working.*—The Company's railway and the Tirhoot railway undertaking are worked conjointly; but the accounts of each are kept separate and distinct, except those relating to working expenses, other than maintenance, Abstract A.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 12 / Sub-heads (*a*) & (*b*). **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*contd.*

In addition to the ordinary working expenses and usual contributions to the State Railway and Company's Provident Institutions, the working expenses for each half-year include interest at 4 per cent per annum on all outlay up to the 31st December 1904 expended on "rolling-stock," "steamers and barges and landing stages," "stores," and "stations and offices, station machinery, staff quarters and all other works including permanent-way at Sonepore" for joint use, and on all outlay subsequent to that date up to the close of each half-year incurred on the same matters and on "workshops and store buildings, etc." or any other works used for joint purposes. The interest so charged is to be credited to the respective revenue accounts of the Company's railway and the Tirhoot railway undertaking in the ratio of the contributions of capital made to the joint accounts by each.

The working expenses of the open system, exclusive of the charges for maintenance of way, works and stations, other than those for general supervision, are divided between the Company's railway and the Tirhoot railway undertaking in proportion to their respective gross earnings.

The charges for maintenance of way, works and stations, other than the charges for general supervision are appropriated and allotted to the Company's railway or the undertaking on the basis of the actual expenditure incurred by each.

(iv) *Distribution of profits.*—As to the Company's railway, under the original contract of 1882 any surplus over 6 per cent was to be equally divided between the Government and the Company; but this provision was rescinded by the contract of the 22nd February 1886, which leaves the profits entirely in the hands of the Company.

As to the open system, after deducting half-yearly from the gross earnings of the Company's railway and of the undertaking, respectively, the working expenses noted under (iii), the balance of the gross earnings (termed net revenue) in the case of the Company's line belongs to the Company, and in the case of the Tirhoot railway undertaking is applied in the following manner and order:—

(*a*) in payment to the Company of interest accruing in each half-year, after the expiration of the period during which interest is chargeable to capital, at 4 per cent per annum on one half of the capital raised and expended by the Company for the purposes of the railway crossing the Gundak river by a bridge, from Bagaha to Chhitauni, including interest paid out of capital during construction;

(*b*) in payment to the Government from the aggregate net revenue for the entire year of interest accruing in such year at 5 per cent per annum on all money advanced or expended by the Government for the purposes of the open lines of the undertaking which have not been repaid to the Government;

(*c*) the residue if not in excess of 10 lakhs going to Government and the Company in the proportion of $\frac{4}{5}$ths to the former and $\frac{1}{5}$th to the latter; if in excess of 10 lakhs, then as to 10 lakhs in the aforesaid proportion and as to the balance in the proportion of $\frac{14}{15}$ths to the Government and $\frac{1}{15}$th to the Company.

The difference between the net revenue of the Company's railway belonging and payable to the Company and the aggregate advances made to the Company, in any half-year, is to be adjusted as soon as known by payments in India between the Government and the Company as the case may require.

(v) *Rates and fares.*—As to the Company's line—to be approved by the Government, who may require the charge for salt, coal and food grains for full-wagon loads carried not less than 100 miles to be reduced to any rate not below $\frac{1}{5}$th pie per maund per mile and for passengers not below 2 pies per mile.

As to the open system—for the carriage of through passengers and goods over the Company's railway, of all through and local passengers and goods over the Tirhoot railway undertaking, and of all passengers and goods from and to the undertaking or any connected railway carried over the Company's railway or any foreign railway connected therewith, the Government have the power to fix and vary the classification for passengers and goods and the maxima and minima fares and rates for the several classes of passengers and goods, respectively. Until otherwise fixed no rate for goods is to be higher than one pie or lower than $\frac{1}{10}$th pie per maund per mile.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*concld.*

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails and post office servants on duty.—To be carried free on the Company's railway; and on the Tirhoot railway on the same general conditions and at the same rates as may be in force on the 3′ 3⅜″ gauge State railways.

(*b*) Troops, police, high Government officials and Government stores.—As to the Company's railway, to be conveyed on the same general conditions as those in force on the 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government. As to the Tirhoot railway undertaking, to be conveyed on the same general conditions and at the same rates as may be in force on State railways of the 3′ 3⅜″ gauge.

(*c*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved from time to time by the Secretary of State.

(vii) *Power of the Government to determine the contracts relating to the Company's railway.*—The line and all its appurtenances become the property of Government on the termination of the contracts. If the contracts terminate by the efflux of time the Government is to pay to the Company the value of rolling-stock, movable machinery, stores, etc. The Government may determine the contract after 50 years (*i.e.*, on the 31st December 1932), on one year's previous notice of intention to purchase, paying 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government on the assumption that section 39 (5) of the contract of 1882 had been in actual operation for the five years immediately preceding the *purchase.* And at any time prior to the 31st December 1912, the Government have the right and option to elect that, upon the determination of the contract of 1882 by notice of purchase on the 31st December 1932, they will in lieu of making the aforesaid payment, pay to the Company a sum of money equal to 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government during the five years immediately preceding *the 31st December 1912,* on the assumption that section 39 (5) of the contract of 1882 had been in actual operation during the same five years. These terms do not apply to the Doab lines referred to in the contracts of 1896, 1907 and 1910, in respect of which the Government undertake to pay to the Company, in the event of purchase, a sum equal to the capital raised and expended thereon with their sanction, including interest paid out of capital during construction. One-half of the capital raised and expended by the Company for the Manjhi Ghat-Bakulha section, including interest paid out of capital during construction, is to be treated as capital attributable to the Doab lines; the other half, and the whole of the capital for the Bagaha-Chhitauni section, including interest paid out of capital during construction, is to be treated as capital attributable to the Company's main lines. The Government may also determine the contract at any time, at six months' notice, if the Company fail to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of the line, less the value of the same treated as a reversionary sum absolutely payable on the 31st December 1981.

(viii) *Power of the Government to determine the contracts relating to the Tirhoot railway undertaking.*—If the original contract with the Company, dated the 12th December 1882, terminate for any reason prior to the expiry of the term of the contracts relating to the Tirhoot railway undertaking, then the latter also, *ipso facto,* terminate at the same time. The Government may also terminate the Tirhoot railway contracts at any time, on 6 months' notice, if the Company fail to observe its obligations. The Government may also terminate the Tirhoot railway contracts on the 31st December 1919, on 6 months' notice: or, at the same date and by the like notice, the Government may modify or alter the terms with the approval of the Company as from the 31st December 1919; but if the Company do not agree to the proposed modifications or alterations then the contracts will terminate on the 31st December 1919. On the determination of the Tirhoot railway contracts the Government will resume possession of the undertaking, and any capital sums which may have been raised by the Government and expended on the Company's lines, or raised and expended by the Company on the undertaking, are to be considered as debts due from the Company and the Government respectively.

(ix) *Power of the Company to surrender contracts.*—Nil.

(x) *Term of contracts relating to the Company's railway.*—99 years, *i.e.*, until the 31st December 1981, subject to (vii).

(xi) *Term of contracts relating to the Tirhoot railway undertaking*—28 years, *i.e.*, from 1st January 1905 to the 31st December 1932, subject to (viii).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$ BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.*

12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided between the Government and the Company, in the ratio of gross earnings.	Payments received for working the Tirhoot railway.	Totol income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	
1884	75·00	1,52,47,428	77,670	—26,221	...	...	—26,221	...	29	133·76
1885	303·00	2,01,86,980	12,05,541	5,89,206	...	...	5,89,206	2·92	72	51·13
1886	376·00	2,32,16,102	18,54,074	8,09,189	...	...	8,09,189	3·49	106	56·36
1887	376·00	2,56,22,684	19,44,002	8,37,004	...	...	8,37,004	3·27	90	56·94
1888	376·00	2,61,51,593	22,09,543	9,88,844	...	...	9,88,844	3·78	102	55·25
1889	376·00	2,63,41,872	22,11,824	10,53,964	...	...	10,53,964	4·00	103	52·35
1890	376·00	2,68,84,918	22,08,788	12,21,020	...	*24,245	12,45,265	4·63	101	44·72
1891	401·00	2,76,68,842	24,76,909	15,48,590	...	69,484	16,18,074	5·85	111	37·48
1892	414·50	2,83,88,821	29,39,077	16,20,567	...	67,060	16,87,627	5·94	125	44·86
1893	414·50	2,84,84,234	26,14,546	15,75,636	...	66,842	16,42,478	5·79	114	39·74
1894	414·50	2,87,24,887	26,17,242	16,87,899	...	72,358	17,60,257	6·13	115	35·51
1895	414·50	3,12,95,704	25,71,036	16,82,766	...	72,909	17,55,675	5·61	112	34·55
1896	478·63	3,43,36,114	26,26,033	16,70,172	...	71,614	17,41,786	5·07	113	36·40
1897	485·55	4,10,32,207	27,55,718	17,24,277	...	74,905	17,99,182	4·38	105	37·43
1898	586·25	4,66,78,822	33,31,890	19,74,920	...	75,885	20,50,805	4·39	112	40·73
1899	743·00	5,16,06,763	43,44,861	26,70,911	...	61,940	27,32,851	5·30	113	38·53
1900	743·00	5,24,73,019	43,64,006	24,79,433	...	49,563	25,28,996	4·82	109	43·18
1901	743·00	5,50,91,830	53,66,794	30,97,372	...	76,853	31,74,225	5·76	134	42·29
1902	747·75	5,84,82,525	55,60,238	29,72,183	...	76,671	30,48,854	5·92	139	46·55
1903	812·96	6,21,09,547	61,98,433	38,53,972	...	1,04,369	39,58,341	6·37	145	37·82
1904	870·80	6,43,92,183	67,16,933	43,28,496	...	1,16,834	44,45,330	6·90	147	35·56
1905	901·32	6,77,55,566	61,79,116	34,34,390	+37,627	1,69,446	36,41,463	5·37	117	43·81
1906	932·18	7,13,66,623	77,02,976	40,92,699	—9,028	2,01,060	42,84,731	6·00	142	46·99
1907	1,014·90	7,50,01,758	89,59,804	49,72,741	—25,044	2,04,275	51,51,972	6·87	154	44·78
1908	1,016·73	7,91,13,230	79,80,293	43,74,935	+45,015	1,58,939	45,78,889	5·79	162	44·78
1909	1,091·56	8,44,52,801	80,65,653	43,59,479	+31,817	58,411	44,49,707	5·27	142	45·95
1910	1,117·14	8,92,16,995	84,58,223	48,85,946	+58,810	2,01,276	51,46,032	5·77	146	42·23
1911	1,175·84	9,31,80,852 *	99,29,872	57,59,938	+41,140	2,35,109	60,36,187	6·48	162	42·01
1912	1,177·27	9,68,79,261	1,12,49,175	73,19,499	+38,037	3,09,961	76,67,497	7·91	184	34·93
1st qr. of 1913	1,200·00	9,81,20 363	29,13,331	18,67,611	+21,676	1,37,495	20,26,782	2·07	187	35·89
1913-14	1,240·12	9,89,54,245	1,06,80,308	63,85,474	+1,19,400	2,96,483	68,01,357	6·87	166	40·21
1914-15	1,238·67	9,91,40,377	1,08,71,200	65,71,263	+68,754	2,53,006	68,93,023	6·95	169	39·55
1915-16	1,240·92	9,90,50,532	1,02,15,346	60,74,091	+85,587	2,34,486	63,94,164	6·46	158	40·72
1916-17	1,241·67	9,88,81,177	1,18,37,675	69,49,567	+60,586	2,69,133	72,79,336	7·36	183	41·29

* For the second-half of 1890 only as the line was taken over for working from the 1st July 1890.

12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Sonepore to Hajipur	1-8-87	3·23		
Hajipur to Bachhwara	1-4-00	44·32		
Bachhwara to Barauni Junction	1-5-83	10·05		
Barauni Junction to Thana Bihpur	1-3-00	66·17		
Thana Bihpur to Katareah	1-2-01	17·84		
Katareah to Kursela	10-7-02	3·75		
Kursela to Katihar Junction	7-3-01	23·75		
			169·11	
Branches and Extensions—				
Hajipur-Muzaffarpur branch—				
Hajipur to Muzaffarpur	26-10-84	32·85		
			32·85	
Semaria Ghât extension—				
Barauni Junction to Semaria Ghât	1-5-83	5·06		
			5·06	
Bachhwara-Bagaha branch—				
Bachhwara to Dalsing Sarai	1-5-83	6·10		
Dalsing Sarai to Samastipur	1-11-75	14·75		
Samastipur to Muzaffarpur	24-2-77	31·51		
Muzaffarpur to Motihari	1-2-83	50·30		
Motihari to Bettiah	20-12-83	27·06		
Bettiah to Narkatiaganj	17-1-06	22·75		
Narkatiaganj to Bagaha	1-5-07	24·74		
Bagaha to Gundak bridge East bank	9-8-12	1·11		
			178·32	
Carried over	...	...	...	385·

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward	...	...	...	385·34
Hajipur extension—				
Hajipur to Hajipur Ghat	26-10-84	1·89	1·89	
Raxaul branch—				
Sagauli to Raxaul	1-3-99	17·87	17·87	
Samastipur-Darbhanga-Narkatiaganj loop—				
Samastipur to Darbhanga	1-11-75	23·40		
Darbhanga to Sitamarhi	1-7-90	41·79		
Sitamarhi to Riga	1-1-91	5·75		
Riga to Dhang	1-7-91	7·00		
Dhang to Bairagnia	1-3-92	5·25		
Bairagnia to Narkatiaganj	20-12-07	58·75	141·94	
Bhikna Thoree branch—				
Narkatiaganj to Bhikna Thoree	12-2-06	22·11	22·11	
Darbhanga-Bhaptiahi branch—				
Darbhanga to Jhanjharpur	1-2-83	23·66		
Jhanjharpur to Ghogardiha	8-4-86	13·68		
Ghogardiha to Nirmali	8-4-86	6·24		
Nirmali to Bhaptiahi	15-11-87	10·00	53·58	
Bhaptiahi-Pertabganj Ghât branch—				
Bhaptiahi to Raghopur	1-10-88	6·91		
Raghopur to Pertabganj Ghât	1-10-88	4·43	11·34	
Jaynagar branch—				
Sakri to Jaynagar	14-1-05	30·20	30·20	
Bhaptiahi-Mansi branch—				
Bhaptiahi to Makhana Bazar	1-3-07	44·33		
Makhana Bazar to Mansi	15-12-07	15·71	60·04	
Budham Ghât branch—				
Saharsa to Budham Ghât	15-3-08	12·61	12·61	
Monghyr branch—				
Sahebpur Kamal to Monghyr Ghât	7-3-00	6·04	6·04	
Bhagalpur branch—				
Thana Bihpur to Mahadeopur Ghât	16-12-01	11·36		
Mahadeopur Ghât to Barari Ghât (Steamer service)	...	...		
Barari Ghât to Bhagalpur Kachery	15-3-06	3·50		
Bhagalpur Kachery to Bhagalpur station, E. I. Ry.	23-12-10	1·44	16·30	
Samastipur-Rusera-Khagaria extension—				
Samastipur to Rusera Ghât	21-12-12	17·72		
Rusera Ghat to Hasanpur Road	7-5-15	10·81		
Hasanpur Road to Khagaria	1-11-15	24·27	52·80	426·72
TOTAL OPEN MILEAGE	...	...	...	812·06
DOUBLE LINE—				
Barauni Junction to Bachhwara	22-9-06	10·05	10·05	

Details of construction—

Permanent-way.—The line is laid with 50-lb. and 41¼-lb. flat-footed steel rails on sâl, pynkado, and jarrah sleepers and cast iron sleepers of Denham-Olpherts' pattern.

Ballast.—The line, except the Bhikna Thoree branch, is ballasted with kunkur or broken brick.

Fencing.—The line, except new branches, is fenced with stone posts and 4 wires.

Curves.—The sharpest curve, which is on the main line, is of 2,000 feet radius.

Gradients.—The ruling gradient of the line is 1 in 300, except on 3·42 miles between Samastipur and Pertabganj, where the gradient is 1 in 200 and on the Bhikna Thoree branch where it is 1 in 80. On various river ghât lines the gradients are steeper.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*concld.*

12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—*concld.*

Contracts—
Main provisions of contracts— As noted under 12 (*a*), Bengal and North-Western railway (3′ 3⅜″ gauge.)

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided in the ratio of gross earnings.	Payment made to the Bengal and North-Western Railway Company for working the line.	Total income.	Percentage of total income on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905 .	565·45	6,21,36,962	61,81,754	35,95,050	—37,627	1,69,446	33,87,977	5·45	23,54,563	+10,33,414	190	42·45
1906 .	614·30	6,73,40,339	66,80,324	38,97,310	+9,028	2,01,060	37,05,278	5·50	23,17,307	+13,87,971	189	41·52
1907 .	763·54	7,19,99,253	75,39,243	42,21,002	+25,044	2,04,275	40,41,771	5·61	23,80,668	+16,61,103	192	43·68
1908 .	774·69	7,33,81,580	81,68,953	44,81,501	—45,015	1,58,939	42,77,547	5·83	24,68,465	+18,09,082	204	45·14
1909 .	774·69	7,42,61,067	75,53,873	40,09,582	—31,817	58,411	39,19,354	5·28	24,73,136	+14,46,218	188	46·92
1910 .	776·13	7,46,12,530	83,14,066	48,01,820	—58,810	2,01,276	45,41,734	6·09	24,92,047	+20,49,687	206	42·24
1911 .	769·04	7,56,16,782	89,15,376	52,68,260	—41,140	2,35,109	49,92,011	6·60	25,53,319	+24,38,692	223	40·91
1912 .	791·51	7,82,44,847	98,30,665	64,73,034	—38,037	3,09,961	61,25,036	7·83	26,48,419	+34,76,617	239	34·15
1st qr. of 1913	791·51	7,86,99,931	26,02,230	16,91,800	−21,676	1,37,495	15,32,629	1·95	7,16,614	+8,16,015	253	34·99
1913-14	788·16	8,07,86,397	1,02,64,997	64,76,739	—1,19,400	2,96,483	60,60,856	7·50	27,70,371	+32,90,485	250	36·90
1914-15	788·45	8,17,15,012	95,03,765	58,14,830	—68,754	2,53,006	54,93,070	6·72	28,43,125	+26,49,945	232	38·82
1915-16	825·62	8,13,00,448	93,11,906	56,14,514	—85,587	2,34,486	52,94,441	6·91	28,30,356	+24,64,085	217	39·71
1916-17	812·06	8,06,18,533	98,92,880	61,54,482	—60,586	2,69,183	58,24,713	7·22	26,66,899	+31,57,814	234	37·79

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM—**

Chairman—Robert Miller, Esq.
Secretary—F. J. Horne, Esq.
Offices—Gresham House, Old Broad Street, London, E. C.
Date of registration of the Company.—30th July 1891.

Lines comprised in the system—The Bengal Dooars railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal Dooars railway (3′ 3⅜″ gauge)	36·40	...	36·40
(*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)	116·56	5·31	121·87
Total	152·96	5·31	158·27

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

13 (*a*) Bengal Dooars railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
East Bank of the Teesta (Barnes Ghât) to Dam Dim	15-1-93	31·00		
Branch—			31·00	
Lataguri to Ramshai	11-6-93	5·40		
			5·40	
TOTAL	...	...	...	36·40

Details of construction—

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contracts and Agreement—

Contract, dated the 27th April 1891 (called the principal contract), *between the Secretary of State and Messrs. Octavius Steel and Company*, Promoters, Bengal Dooars Railway Company, as to the construction, maintenance, management and working of the Bengal Dooars Railway Company's original line, including the ferries connected therewith.

Agreement, dated the 27th April 1891, *between the District Board of Jalpaiguri and Messrs. Octavius Steel and Company*, Promoters, Bengal Dooars Railway Company, as to the payment of a subsidy by the Board to the Company.

Contract, dated the 2nd March 1898 (supplemental to the contract of 1891), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the construction, management, maintenance, and working of certain extensions of the Company's then existing railways.

Contract, dated the 27th September 1900 (supplemental to that of 1898), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the extension of time for the completion of the line to Hantupara.

Contract, dated the 7th November 1901 (supplemental to those of 1898 and 1900), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the extension of time for the completion of the line to Bagrakote.

Contract, dated the 16th April 1903 (supplemental to the contract of 1898), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Contract, dated the 1st May 1914 (supplemental to the contract of 1898) *between the Secretary of State and the Bengal Dooars Railway Company*, as to the adoption of the Government Financial year for the preparation of Accounts.

Contract, dated the 6th July 1916 (supplemental to the contract of 1898) *between the Secretary of State and the Bengal Dooars Railway Company*, as to the construction, maintenance and working of the Chalsa-Matelli Extension as a part of the undertaking.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads } (a) \text{ \& } (b)}$. **BENGAL DOOARS RAILWAY SYSTEM—*contd.***

13 (*a*) Bengal Dooars railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts and agreement—*concld.*

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Original line: The District Board of Jalpaiguri pay to the Company, out of the District Fund, an annual subsidy of such amount, not exceeding Rs. 4,000, as may be required to make up the net profits in each year to 5 per cent on the capital sum expended.

Original line and Extensions: *Nil.* (It is, however, provided that, on the request of the Company, the Government shall take over the original line and extensions, and shall work and maintain them through the agency of the Eastern Bengal railway, at 40 per cent of the gross receipts in each half-year, paying the remaining 60 per cent over to the Company.)

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The whole of the profits go to the Company. (If, on a request made by the Company, the lines be worked by the Eastern Bengal railway the Government retain in each half-year 40 per cent of the gross earnings, the remaining 60 per cent being paid to the Company after deduction of the income-tax payable to Government.)

(v) *Rates and fares.*—Original line, *i.e.*, the Main Line from Barnes Ghât to Mal Junction; the Eastern branch of the Main Line from Lataguri Junction to Ramshai; and the Western branch of the Main Line from Mal Junction to Dam Dim; also the Eastern Extension from Mal Junction to Madarihat; and the Western Extension from Dam Dim to Bagrakote:—Cretain maxima rates and fares for goods (other than food grains, salt, coal for construction, working and maintenance, and construction and revenue stores excluding coal), passengers, luggage, carriages, horses and parcels have been fixed. For food grains, salt, coal for construction, working and maintenance, and for construction and revenue stores, certain maxima and minima have been fixed. If the gross receipts of the original railway and of the two (Eastern and Western) Extensions shall in any one year have reached 12 per cent on the combined capital outlay of those lines, Government may reduce the maxima rates and fares by a figure up to 25 per cent, except in the case of the special rates for food grains, salt, coal for construction, working and maintenance, and construction and revenue stores excluding coal, and for third class passengers. Southern Extension, *i.e.*, from Barnes Junction to Lalmonirhat:—Certain maxima and minima rates and fares have been fixed for goods, passengers, carriages, horses and dogs. Luggage, parcels and bullion are carried at the rates passed by the Railway Conference.

(vi) *Special obligations as to the conveyance of*—

(*a*) Mails, troops, police, high Government officials and Government stores.—Mails to be carried under the same terms and conditions as mails were at the date of contract of 1891 being carried on the Eastern Bengal railway, the Government having power to fix the timing of one train each way daily for the carriage of mails. Postal officials travelling on duty to be given free passes.

(*b*) Government bullion and coin, and the persons in charge thereof. — Not specified.

(vii) *Power of the Government to determine contract.*—If the Company fail to work the Original line and the Extensions for six consecutive months, the Government may determine the contract by paying to the Company a sum equal to their actual expenditure up to the date of notice. In the event of the Company failing in any of its obligations for constructing and opening the Chalsa-Matelli Extension, Government have power to take over this Extension also on certain terms.

The Secretary of State has the right to purchase the Original line and the Extensions on the 31st December 1919, and at the end of any succeeding seventh year, by giving 12 months' previous notice. In the event of such purchase the price to be paid for the Original line is to be a cash payment of one and two-fifths of the amount of the invested capital liabilities of the Company; while the price for the Eastern, Southern and Western Extensions is to be a cash payment in England in sterling of a sum equal to 25 years' purchase of the average of the net earnings of the Extensions during the last preceding 5 years, and that for the Chalsa-Matelli Extension a sum equal to 25 years' purchase of the average yearly net earnings during the period which shall have elapsed since opening, provided that such sums shall not exceed by more than 20 per cent, nor be less than, the total capital expenditures and capital liabilities of the Company in sterling as expended on the Extensions or incurred with the sanction of the Government.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—None specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM**—*contd.*

13 (*a*) Bengal Dooars railway (3′ 3$\frac{3}{8}$″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2		4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1893 .	36·40	18,49,091	1,14,812	57,639	3·12	...	57,639	3·12	69	49·80
1894 .	36·40	22,84,223	2,05,286	1,04,291	4·57	4,000	1,08,291	4·74	109	49·20
1895	36·40	23,26,476	2,53,537	1,27,459	5·48	4,000	1,31,459	5·65	125	49·73
1896 .	36·40	24,33,213	2,70,451	1,31,814	5·42	...	1,31,814	5·42	136	51·26
1897 .	36·40	25,78,562	2,86,407	1,45,289	5·63	...	1,45,289	5·63	145	49·27
1898 .	36·40	26,68,050	2,69,089	1,14,620	4·30	4,000	1,18,620	4·45	135	57·40
1899 .	36·40	26,26,748	2,73,038	1,18,417	4·51	4,000	1,22,417	4·66	137	56·63
1900 .	36·40	26,42,695	3,32,730	1,89,460	7·17	...	1,89,460	7·17	168	43·06
1901 .	36·40	26,44,873	3,10,920	1,76,399	6·67	...	1,76,399	6·67	156	43·27
1902 .	36·40	26,50,627	2,73,340	1,71,455	6·47	...	1,71,455	6·47	144	37·27
1903	36·40	26,95,547	3,11,131	2,24,952	8·35	...	2,24,952	8·35	156	27·70
1904	36·40	26,64,642	3,46,277	2,56,651	9·63	...	2,56,651	9·63	175	25·88
1905 .	36·40	27,26,891	3,70,343	2,49,598	9·15	...	2,49,598	9·15	196	32·60
1906 .	36·40	27,33,098	4,08,623	2,96,703	10·86	..	2,96,703	10·86	216	27·39
1907 .	36·40	27,56,535	4,20,705	2,84,722	10·33	...	2,84,722	10·33	222	32·63
1908 .	36·40	27,79,347	4,37,252	3,34,102	12·02	...	3,34,102	12·02	231	23·59
1909 .	36·40	28,40,534	4,46,811	3,54,527	12·48	...	3,54,527	12·48	236	20·65
1910 .	36·40	29,73,769	4,86,375	3,73,343	12·55	...	3,73,343	12·55	257	23·24
1911 .	36·40	31,18,394	4,94,386	3,86,765	12·40	...	3,86,765	12·40	261	21·76
1912 .	36·40	31,71,542	5,41,376	4,16,170	13·12	...	4,16,170	13·12	286	23·13
1st qr. of 1913	36·40	31,76,034	1,13,010	77,510	2·44	...	77,510	2·44	239	31·41
1913-14	36·40	32,04,393	5,91,202	4,36,529	13·62	...	4,36,529	13·62	312	26·16
1914-15	36·40	33,37,555	5,76,739	4,21,605	12·63	...	4,21,605	12·63	305	26·90
1915-16	36·40	33,16,175	6,06,384	4,47,087	13·48	...	4,47,687	13·48	320	26·27
1916-17	36·40	33,16,000	6,60,348	4,87,485	14·70	...	4,87,485	14·70	349	26·18

13 (*b*) Bengal Dooars railway extensions (3′ 3$\frac{3}{8}$″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Eastern extension—				
Mal to Chalsa	1-4-01	5·40		
Chalsa to Chengmari	1-1-03	13·45		
Chengmari to Dalgaon	23-3-03	15·84		
Dalgaon to Madarihat	14-6-03	9·31		
			44·00	
Southern extension—				
Barnes Junction to Baura	20-4-00	28·30		
Baura to Bhotemari	21-10-00	16·70		
Bhotemari to Lalmanirhat	20-11-00	20·80		
			65·80	
Western extension—				
Dam Dim to Oodlabari	1-5-01	3·30		
Oodlabari to Bagrakote	1-1-02	3·46		
			6·76	
TOTAL OPEN MILEAGE .	...	...	...	116·56
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Chalsa to Matelli (sanctioned on 26th September 1913)	...	5·31	5·31	5·31
GRAND TOTAL .	...	...	...	121·87

Details of construction—

Permanent-way.—The line has been laid with 41¼-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

Contracts and Agreement—

Main provisions of contracts and agreements— As noted under 13 (*a*), Bengal Dooars railway (3′ 3$\frac{3}{8}$″ gauge).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 13 / Sub-heads (a) & (b). **BENGAL DOOARS RAILWAY SYSTEM**—*concld.*

13. (*b*) **Bengal Dooars railway extensions (3′ 3⅜″ gauge)**—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9
	Miles.	Rs.	Rs.	Rs.		Rs.		
1900 . .	66·00	47,11,632	16,191	...	...	14	72·32	The net earning for 1900, 1901, 1902 and 1st half of 1903 were credited to interest on capital during construction.
1901 . .	74·30	62,26,954	1,76,389	...	...	47	60·92	
1902 . .	77·76	72,66,165	2,53,634	...	...	63	65·99	
1903 . .	116·56	80,10,365	3,46,666	79,199	0·99	61	69·78	
1904 . .	116·56	84,97,572	4,15,179	1,08,680	1·28	68	73·85	
1905 .	116·56	87,93,080	5,12,343	1,97,824	2·25	85	61·39	
1906 . .	116·56	89,99,516	5,83,852	2,91,256	3·24	96	50·10	
1907 . .	116·56	90,70,826	6,04,133	1,43,585	1·58	99	76·23	
1908 . .	116·56	90,88,887	6,19,972	3,14,228	3·46	102	49·31	
1909 . .	116·56	91,36,146	6,08,419	3,14,641	3·44	100	48·28	
1910 .	116·56	92,06,724	6,58,433	3,45,725	3·75	109	47·49	
1911 . .	116·56	93,43,461	7,07,730	3,60,021	3·85	117	49·13	
1912 .	116·56	94,43,641	8,92,405	5,01,116	5·31	147	43·85	
1st qr. of 1913 .	116·56	94,82,328	2,09,414	1,06,083	1·12	138	49·34	
1913-14 .	116·56	95,55,890	10,49,680	5,55,144	5·92	173	46·07	
1914-15 .	116·56	99,98,430	10,21,995	5,09,685	5·10	169	50·13	
1915-16 .	116·56	1,05,48,389	10,35,813	5,08,966	4·83	171	50·86	
1916-17 .	116·56	1,07,40,183	11,09,183	5,16,134	4·81	183	53·47	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head}|14}{\text{Sub-heads } (a) \text{ and } (b)}$. **BHAVNAGAR STATE RAILWAY SYSTEM.**

Lines comprised in the system.—The Bhavnagar State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	TOTAL.
	Miles.	Miles.	Miles.
(*a*) Bhavnagar State railway (3′ 3⅜″ gauge)	206·31	54·30	260·61
(*b*) Dhrangadra railway (3′ 3⅜″ gauge)	42·71	...	42·71
Total.	249·02	54·30	303 32

14 (*a*) **Bhavnagar State railway** (3′ 3⅜″ gauge)—

This line was constructed by Government Agency for the Native State of Bhavnagar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Bhavnagar Docks to Wadhwan Junction	20-12-80	*104·79	104·79		*Includes 1·21 miles of Dock estate line which is worked for goods traffic only.
Branches—					
Dhasa branch—					
Dhola to Dhasa	19-1-81	15·33	15·33		
Kundla extension—					
Dhasa to Liliamota	1-10-11	20·80			
Liliamota to Savar Kundla	17-3-12	15·00	35·80		
Palitana branch—					
Sihor to Palitana	16-11-10	16·92	16·92		
Jasdan extension—					
Botad to Vinchhia	15-5-13	18·41			
Vinchhia to Jasdan	15-9-13	15·06	33·47		
TOTAL, OPEN MILEAGE.	...	...	...	206·31	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION.					
Savar Kundla to Mahuva. } sanctioned on 16th Dongar to Port Albert Victor } June 1915.	...	...	54·30	54·30	
GRAND TOTAL	...	...	...	260·61	

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers. The line between Bhavnagar City and mile 73/19 on the main line has been renewed with 50-lb. flat-footed rails, except in station yards. The Jasdan extension is laid with 40-lb flat-footed rails and the Palitana and Kundla extensions, with second-hand 41¼-lb. flat-footed rails, except 1·85 miles near Liliamota, which are laid with new 40-lb. flat-footed rails.

Ballast.—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan, which is ballasted with kunkur. Newly opened lines are ballasted with stone in cuttings and moorum in banks.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—On the main line the ruling gradient is 1 in 200, except for about 10 chains near the Ranpur Bhogawa bridge where it is 1 in 100. Between Sihor and Palitana it is 1 in 100; between Dhasa and Savar Kundla, 1 in 125 and between Botad and Jasdan, 1 in 150.

Agreement—

Nil.—The line is owned and worked by the Bhavnagar State.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	157·95	89,52,431	14,58,671	9,07,436	10·14	178	37·79
1912	178·17	1,09,63,312	14,55,875	7,71,271	7·03	163	47·39
1st qr. of 1913	172·66	1,09,92,709	3,67,171	1,93,685	1·76	164	47·25
1913-14	206·31	1,12,27,138	14,42,984	7,38,766	6·58	135	48·80
1914-15	206·31	1,20,88,075	15,48,360	8,28,088	6·85	144	46·52
1915-16	206·31	1,21,16,506	14,93,420	7,81,522	6·45	139	47·67
1916-17	206·31	1,22,06,582	16,39,442	8,46,223	6·95	153	48·38

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) and (b)}}$. **BHAVNAGAR STATE RAILWAY SYSTEM—*concld.***

14 (*b*) Dhrangadra railway (3′ 3⅜″ gauge)—

This line was constructed for the Native State of Dhrangadra (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Bhavnagar State railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Wadhwan Junction to Dhrangadra	1-6-98	20·43	
Dhrangadra to Halvad	1-1-15	19·72	
Dhrangadra Quarry branch	1-9-15	2·56	
TOTAL	...	...	42·71

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar and jodka sleepers.
Ballast.—The ballast used is of broken sandstone.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 700 feet radius.
Gradients.—The ruling gradient is 1 in 100.

Agreement—

Provisional agreement, dated the 22nd February 1911, *between the Bhavnagar and Dhrangadra States*, as to the maintenance, management and working of the Dhrangadra railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Dhrangadra Durbar free of cost.
(ii) *Government aid.*—Nil.
(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Forty per cent of gross earnings (subject to a biennial revision), *plus* 5 per cent for hire of rolling-stock and, in addition, actual expenditure on the maintenance of way, works and stations. The forty per cent is subject to reduction to 35 per cent when the earnings per mile per week exceed Rs. 50.
(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, officials and Government stores.—
(*b*) Bullion and coin.— } The same as are, for the time being, in force on the Bhavnagar State railway.
(vii) *Power of Government to determine agreement.*—Not specified.
(viii) *Power of Durbar to determine agreement.*—
(ix) *Power of Bhavnagar State railway to determine agreement.*— } Not specified pending new agreement.
(x) *Term of agreement.*—To be fixed hereafter.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	20·83	5,87,610	66,614	24,953	4·25	61	62·54
1908	20·83	5,85,164	53,131	17,756	3·03	49	66·58
1909	20·83	5,85,705	60,202	18,564	3·17	56	69·16
1910	20·83	5,86,796	83,692	34,203	5·83	77	59·13
1911	20·83	5,85,335	93,689	43,546	7·44	68	53·51
1912	20·63	5,85,335	73,811	32,286	5·52	69	56·26
1st qr. of 1913	20·63	5,85,336	20,403	6,389	1·09	76	68·68
1913-14	20·63	5,81,236	87,131	42,643	7·34	81	51·06
1914-15	40·13	11,37,252	1,15,044	59,780	5·26	55	48·04
1915-16	42·71	14,07,179	1,51,106	72,155	5·13	68	52·25
1916-17	42·71	13,93,557	1,19,768	41,623	2·99	54	65·25

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 15}{\text{Sub-heads } (a) \text{ to } (c)}$. **BURMA RAILWAYS SYSTEM.**

Chairman.—Lieut.-Colonel Alfred Glynn Begbie.

Managing Director.—Walter Home, Esq., C.I.E.

Offices.—199, Gresham House, Old Broad Street, London, E.C.

Date of registration of the Company.—21st July 1896.

Lines comprised in the system.—The Burma railways system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Burma railways (3′ 3⅜″ gauge)	1,341·85	...	1,341·85
(*b*) Burma railways extensions (3′ 3⅜″ gauge)	186·93	...	186·93
(*c*) Southern Shan States railway (3′ 3⅜″ gauge)	69·68	34·25	103·93
Total	1,598·46	34·25	1,632·71

15 (*a*) Burma railways (3′ 3⅜″ gauge)—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3′ 3⅜″ gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines:—Rangoon to Prome on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
IRRAWADDY SECTION—					
Rangoon to Prome	1-5-77	161·00	161·00		
SITTANG SECTION—					
Main Line—					
Rangoon to Nyaunglebin	4-2-84	93·00			
Nyaunglebin to Toungoo	1-7-85	73·00	166·00		
Branches—					
Suburban lines*	1-3-80	6·00			
	15-7-90	3·00			
Malagon to Bauktaw†	25-8-11	1·70	10·70		*Worked for goods traffic only. †Worked for passenger traffic only.
MANDALAY SECTION—					
Main Line—					
Toungoo to Pyinmana	1-5-88	59·00			
Pyinmana to Yamethin	15-11-88	49·00			
Yamethin to Mandalay	1-3-89	112·00	220·00		
Branches—					
Myingyan branch—					
Thazi to Meiktila	10-5-98	12·89			
Meiktila to Myingyan	15-11-99	57·21	70·10		
Mandalay Shore branch—					
Mandalay to Mandalay shore*	13-4-89	2·50	2·50		
MU VALLEY SECTION—					
Main line—					
Myohaung to Amarapura shore	22-11-91	6·00			
Sagaing to Shwebo	1-7-91	53·05			
Shwebo to Wuntho	4-4-92	99·46			
Wuntho to Nankan	1-11-94	15·46			
Nankan to Mohnyin	21-10-95	74·35			
Mohnyin to Mogaung	1-3-96	52·34			
Mogaung to Myitkyina	1-1-98	36·63	337·29		
Branches—					
Sagaing-Alon branch—					
Ywataung to Alon	15-4-00	70·46	70·46		
Katha branch—					
Naba to Katha	2-10-95	15·00	15·00		
MANDALAY-KUNLONG SECTION—					
Myohaung to Sedaw	1-1-98	13·45			
Sedaw to Maymyo	1-4-00	26·10			
Maymyo to Nawnghkio	20-5-00	34·10			
Nawnghkio to Hsipaw	1-6-01	53·25			
Hsipaw to Lashio	1-3-03	50·94	177·84		
Carried over	...	...	...	1,230·89	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM**—*contd.*

15 (*a*) **Burma railways** (3′ 3½″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remark.
1	2	3	4	5	6
Brought forward	...	...	...	1,230·89	
BASSEIN-HENZADA-LETPADAN SECTION—					
Suburban line at Bassein*	15-1-04	3·18			* Worked for goo traffic only.
Bassein to Henzada	15-12-02	82·25			
Henzada to Henzada shore	20-3-03	2·46			
Tharawaw on the east bank of the Irrawaddy river to Letpadan	20-3-03	23·07			
			110·96	110·96	
TOTAL	...	...	...	1,341·85	
DOUBLE LINE—					
Irrawaddy section—					
Rangoon to Kemmendine	30-10-89	3·50			
Kemmendine to Insein	10-1-90	5·50			
Insein to Hlawga	25-8-05	7·92			
Hlawga to Mogyobyit	1-10-07	3·25			
Mogyobyit to Hmawbi	23-11-07	4·13			
Hmawbi to Wanetchaung	14-2-08	5·00			
			29·30		
Sittang section—					
Rangoon to Pazundaung	1-6-01	0·70			
Pazundaung to Thingangyun	19-4-05	3·40			
Thingangyun to Togyaunggale	2-1-10	2·71			
Togyaunggale to Tewainggyi	30-11-07	4·08			
Tewainggyi to Ledaunggan	23-11-07	4·71			
Ledaunggan to Dabein	10-1-08	6·69			
Dabein to Tongyi	3-1-10	7·75			
Tongyi to Kyauktan	4-1-09	4·06			
Kyauktan to Payathonzu	15-2-09	8·26			
Payathonzu to Pegu	4-1-09	3·51			
			45·87		
Pegu-Pyuntaza section—					
Pegu to Shwehle	10-8-11	5·57			
Shwehle to Payagyi	26-5-11	4·91			
Payagyi to Pyinbongyi	22-5-11	7·83			
Pyinbongyi to Kadok	1-8-11	6·25			
Kadok to Paungdawthi	2-10-11	4·73			
Paungdawthi to Deiku	26-5-11	5·30			
Deiku to Pyuntaza	3-8-11	6·73			
			41·32		
Mandalay section—					
Myohaung to Mandalay	3-10-99	2·45			
			2·45		
TOTAL, DOUBLE LINE	...	...	...	118·94	

Details of construction—

Permanent-way.—The rails in use on the system are 60-lb., 50-lb. and 41¼-lb. flat-footed steel. The sleepers throughout are of Burma teak, pynkado, Thitya, Engyin and Australian hard woods; pynkado largely predominating.

Ballast.—The ballast used is either shingle or broken stone.

Fencing.—The main line, from Prome to Rangoon and Rangoon to Mandalay, and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at stations. The Lashio, Myingyan and the Sagaing-Alon branches are unfenced, except at certain stations.

Curves.—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section, of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Thazi-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch, of 337 feet; on the Mu Valley line, from Sagaing to Myitkyina, including the Katha branch, of 573 feet.

Gradients.—The ruling gradient on the main line from Prome to Rangoon and Rangoon to Mandalay and Myohaung to Amarapura shore is 1 in 200, except for a short length at mile 124 on the Prome branch, where it is 1 in 150; on the Mu Valley section, from Sagaing to Kanbalu, 1 in 200 uncompensated, from Kanbalu to Naba 1 in 100, and Naba to Myitkyina, 1 in 100 uncompensated, with a banking section, from Mawhan to Mohnyin, of 1 in 60 uncompensated. On the Lashio branch it is 1 in 25 compensated between Sedaw and Thondaung, and 1 in 40 compensated, between Thondaung and Lashio; on the Myingyan branch, 1 in 100 uncompensated; on the Sagaing-Alon branch 1 in 150 uncompensated; and on the Katha branch 1 in 50 uncompensated. Between Letpadan and Tharawaw and Henzada and Bassein, it is 1 in 200

Contracts—

Contract, dated the 9th March 1897 (called the principal contract), *between the Secretary of State and the Burma Railways Company*, as to taking over the Burma railways, the construction of other railways and their maintenance, management and working.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM**—*contd.*

Burma railways (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Contract, dated the 6th February 1902, (supplemental to the contract of 1897), *between the Secretary of State and the Burma Railways Company*, as to the issue of debenture stock of £1,250,000.

Contract, dated the 5th May 1903 (supplemental to the contract of 1897), *between the Secretary of State and the Burma Railways Company*, as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Contract, dated the 22nd February 1907 (supplemental to the contracts of 1897 and 1903), *between the Secretary of State and the Burma Railways Company*, as to the construction, maintenance, management and working of the Pegu-Moulmein and Henzada-Kyangin extensions and the Daga loop line.

Contract, dated the 23rd February 1907 (supplemental to the contracts of 1897, 1902 and 1903), *between the Secretary of State and the Burma Railways Company*, regarding advances of capital amounting to Rs. 85 lakhs in 1903 to 1906.

Contract, dated the 9th June 1909 (supplemental to the contracts of 1897, 1902, 1903 and the 22nd and 23rd February 1907), *between the Secretary of State and the Burma Railways Company*, as to the conditions on which the Company was authorised to increase its share capital by £1,000,000 and other matters.

Letter from the Burma Railways Company No. 523 (General), dated the 28th March 1911, to the Under Secretary of State for India;
Letter from the India Office No. P. W. 596, dated the 18th April 1911, to the Burma Railways Company;
} as to the provision of funds to meet further capital expenditure on the Burma railways.

Letter from the Burma Railways Company No 591 (General), dated the 13th March 1913, to the Under Secretary of State for India, accepting the proposal that advances made by the Secretary of State on and subsequent to 1st April 1913 should bear interest at 4 per cent per annum.

Contract, dated the 7th April 1913, (read as part of the supplementary contract—of 22nd February 1907) *between the Secretary of State and the Burma Railways Company*, defining the manner in which the earnings of the Burma Railways Extensions shall be ascertained and in particular the proper apportionment of receipts and expenditure in connection with through traffic and of expenses of stations common to the Burma Railways and the Burma Railways Extensions.

Contract, dated the 24th March 1914 (supplemental to the contracts of 1897, 1902, 1903, the 22nd and 23rd February 1907 and the 9th June 1909) *between the Secretary of State and the Burma Railways Company*, as to the adoption of the Government financial year for the preparation of accounts.

Letter from the India Office No. P.W. 216, dated the 18th February 1915, to the Burma Railways Company, stating that advances or overdrafts will not be granted after 31st March 1915 at a rate of interest lower than 4¼ per cent.

Contract, dated the 3rd October 1916 (Supplemental to, and modifying the Contract of 22nd February 1907) *between the Secretary of State and the Burma Railway's Company*, as to the exclusion of the Daga loop line from the list of state railways mentioned in the contract of 22nd February 1907.

Main provisions of contracts—

(i) *Land.*—To be provided by Government at the cost of capital, subject, as regards land outside British territory, to the condition that it can be acquired on reasonable terms.

(ii) *Government aid.*—The Government undertake to pay interest—

(*a*) at 2½ per cent per annum on the Company's share capital of £2,000,000 raised under the contract of the 9th March 1897 (with an additional ¼ per cent per annum up to and inclusive of the 1st July 1901);

(*b*) at 3 per cent per annum on £1,250,000 raised by the Company by the issue of debenture stock under the contract of the 6th February 1902; and

(*c*) at 2½ per cent per annum on the Company's additional share capital of £1,000,000 (excluding the premium thereon which realized £20,000) raised under the contract of the 9th June 1909.

(iii) *Distribution of profits.*—The net receipts of each year are applied in payment to Government of—

(*a*) interest at 3 per cent per annum on the Company's debenture stock of £1,250,000;
(*b*) interest at 2½ per cent per annum on the Company's share capital of £3,000,000;
} paid half-yearly to the company by Government;

(*c*) interest at 2½ per cent per annum on the Government assumed capital; and

(*d*) interest on capital overdrawn by Company at 3¾ per cent per annum up to the 31st March 1913, at 4 per cent per annum from 1st April 1913 to 31st March 1915, and at 4¼ per cent per annum thereafter.

The surplus profits, after allowing for interest in any year ending on a 31st March, are to be divided in the ratio of the Government and Company's capital, which, for the purpose of this division, has been stated at £5,750,000 and £3,000,000, respectively, and works out to $\frac{23}{35}$ths to the former and $\frac{12}{35}$ths to the latter.

(iv) *Rates and fares.*—Maxima and minima for the different classes and descriptions of services and terminals to be approved by the Government.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM**—*contd.*

15 (*a*) Burma railways (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on other 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved by the Government.

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' previous notice, determine the contract as to the Company's undertaking on the 31st December 1928, or on the 31st December 1935, or on the 31st December 1941, or on the 31st December of any succeeding tenth year. On the determination of the contract from any cause, the Government is to repay to the Company in sterling at par the capital raised by the latter, and also to take over the liability of the Company in respect of the debenture stock.

As to the determination of the contract of the 22nd February 1907, as to the construction and working of new branches, see 16 (*b*), Burma railways extensions (3′ 3⅜″ gauge).

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

Statistics of working (Those for the periods prior to 1897 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1897.	886·50	8,73,31,890	86,76,403	38,82,673	4·45	38,31,674	1,13,696*	—62,697	188	55·25
1898.	936·13	9,24,93,509	89,91,451	37,88,523	4·10	39,49,899	1,94,988	—3,56,364	185	57·97
1899.	993·34	10,11,17,647	88,25,724	35,78,407	3·54	38,35,209	1,67,935	—4,24,737	179	59·45
1900.	1,124·00	11,03,96,635	1,10,29,947	48,94,824	4·43	38,49,026	4,22,384	+6,23,414	196	55·62
1901.	1,177·70	11,99,22,408	1,18,85,329	49,89,656	4·16	40,41,108	4,38,924	+5,09,624	198	58·02
1902.	1,260·50	12,70,23,590	1,25,02,671	52,72,683	4·15	43,94,823	4,49,065	+4,28,795	203	57·83
1903.	1,336·97	13,01,31,876	1,36,14,478	52,19,322	4·01	44,06,500	4,37,976	+3,74,846	198	61·66
1904.	1,340·15	13,34,32,891	1,51,02,418	65,70,760	4·92	44,71,268	6,90,759	+14,08,733	217	56·49
1905.	1,340·15	13,55,91,056	1,57,75,957	61,81,063	4·56	45,35,974	6,02,907	+10,42,182	226	60·82
1906.	1,340·15	13,97,87,368	1,57,32,205	58,61,913	4·19	46,13,499	5,28,858	+7,19,556	226	62·74
1907.	1,340·15	14,50,55,112	1,66,16,416	59,31,463	4·09	43,49,484	5,21,825	+10,60,154	238	64·30
1908.	1,340·15	15,13,95,482	1,79,07,641	71,74,075	4·74	46,94,333	7,61,052	+17,18,690	257	59·94
1909.	1,340·15	15,50,28,745	1,83,49,539	66,59,920	4·30	44,55,997	9,70,207	+12,33,716	263	63·70
1910.	1,340·15	16,04,60,604	1,85,32,674	71,60,233	4·46	49,39,611	11,39,494	+10,81,128	266	61·36
1911.	1,341·85	16,48,65,768	1,92,44,330	66,72,090	4·05	49,91,981	9,71,526	+7,08,583	276	65·33
1912.	1,341·85	17,01,08,309	2,02,44,872	81,76,037	4·81	51,39,866	14,53,577	+15,82,594	290	59·61
1st qr. of 1913	1,341·85	17,10,28,173	68,77,451	39,30,035	2·30	13,07,826	10,02,157	+16,20,052	394	42·86
1913-14.	1,341·85	17,48,43,821	2,24,77,965	1,04,50,766	5·98	54,01,568	21,70,845	+28,78,353	322	53·50
1914-15.	1,341·85	17,72,23,413	2,16,56,550	94,60,286	5·34	55,36,357	17,75,528	+21,43,401	310	56·32
1915-16.	1,341·85	17,80,91,834	1,99,85,692	84,33,260	4·74	56,05,925	†14,11,122	+14,16,213	286	57·80
1916-17.	1,341·85	17,91,23,927	2,23,20,383	1,08,30,219	6·05	54,39,534	22,06,333	+31,84,352	320	51·48

* From 1st September 1896 to 31st December 1897.

† The surplus profits for 1915-16 were divided between Government and the Company in the proportion of £5,750,000 to 3,000,000 which works out to a ratio of 23 : 12.

15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Pegu Moulmein extension—				
Pegu to Nyaungkashe (Sittang River)	15-4-07	121·27		
Nyaungkashe (Sittang River) to Kyaikto	15-8-07	...		
Kyaikto to Kawkadut	14-9-07	...		
Kawkadut to Martaban (opposite Moulmein)	25-9-07	...		
			121·27	
Henzada-Kyangin extension—				
Henzada to Danbi	1-7-07	13·50		
Danbi to Kyangin	14-12-08	52·16		
			65·66	
TOTAL	...	...	...	186·93

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM**—*contd.*

15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails laid principally on pynkado sleepers.

Ballast.—The ballast consists chiefly of broken stone and shingle.

Fencing.—The Pegu-Moulmein extension is fenced but not the Henzada-Kyangin extension. Level crossings are provided with either gates or chains and posts.

Curves.—The radius of the sharpest curve on the Pegu-Moulmein section is 1,058 feet and that on the Henzada-Kyangin section is 1,432 feet.

Gradients.—The ruling gradient is 1 in 300 on the Pegu-Moulmein extension; and 1 in 200 on the Henzada-Kyangin extension, uncompensated.

Contracts—

Contract, dated the 22nd February 1907 (supplemental to the contracts of 1897 and 1903, noted under Burma railways, 3′ 3⅜″ gauge), *between the Secretary of State and the Burma Railways Company*, as to the construction, maintenance, management and working as State railways of the Pegu-Moulmein and Henzada-Kyangin extensions and the Daga loop line.

Contract, dated the 7th April 1913, (read as part of the supplementary contract of 22nd February 1907) *between the Secretary of State and the Burma Railways Company*, defining the manner in which the earnings of the Burma Railways Extensions shall be ascertained and in particular the proper apportionment of receipts and expenditure in connection with through traffic and of expenses of stations common to the Burma Railways and Extensions.

Contract, dated the 3rd October 1916 (supplemental to, and modifying, the contract of 22nd February 1907) *between the Secretary of State and the Burma Railways Company*, as to the exclusion of the Daga loop line from the list of State railways mentioned in the contract of 22nd February 1907.

Main provisions of contracts—

(i) *Land.*—As under 16(*a*), Burma railways (3′ 3⅜″ gauge

(ii) *Government aid.*—All moneys required for the purposes of the extensions shall be supplied by the Secretary of State according to such arrangements as shall, from time to time, be made between the Secretary of State and the Company.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Separate half-yearly accounts are kept for (*a*) the whole of the Company's system and (*b*) for each of the extensions, except in regard to the Revenue Abstracts B. to G., inclusive, and sub-head I of Abstract A. which are for the system as a whole. The total working expenses of the whole system, are divided between each of the extensions and the rest of the Company's system in the ratio of their respective gross earnings, and the share of expenses so attributed, together with the maintenance expenditure relating exclusively thereto under sub-heads II to VII of Abstract A, are deemed to be the actual working expenses of each. The extensions have also to bear proportionate charges in respect of interest on capital cost of workshop buildings and plant and joint station expenses. After deducting from the gross earnings the working expenses so arrived at, the balance forms the "net revenue receipts."

The net revenue receipts for each complete financial year are applied in payment of interest at 3½ per cent per annum on the total capital outlay on each extension (including the value of land), and the mileage share of interest on the main line stores and stores suspense balances; and the residue, if any, is divided between the Government and the Company in the proportion of ¾ths to the former and ¼th to the latter.

(v) *Rates and fares.*—As under Burma railways (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As under Burma railways (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to surrender contract.*— } The contract may be determined on twelve months' notice given by either party to the other on the 30th June 1919, or on the 30th June of any subsequent fifth year. If the principal contract [noted under Burma railways (3′ 3⅜″ gauge)] shall at any time be determined by virtue of its provisions, then this contract shall also thereupon cease and determine. On the failure by the Company effectually to remedy any breach of this contract or of its stipulations or provisions within six months after due notice shall have been given by the Secretary of State in England, he may, on the expiration of six months or later, determine the contract by giving to the Company in England notice in writing of such determination.

Upon the determination of the contract the Company shall give possession to the Government of the new lines, all property belonging thereto and all moneys then payable, after which the Government shall indemnify the Company against all debts and liabilities as may have been incurred with the sanction of Government and be then subsisting on account of the new lines.

(ix) *Term of contract* [*if not determined under* (vii) *and* (viii)].—Not specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM—*concld.***

15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1907 .	134·77	1,64,71,233	1,68,518	70,441	0·43	2,10,263	...	—1,39,822	82	58·20
1908 .	186·93	1,99,85,700	9,01,008	4,55,558	2·23	6,96,054	...	—2,40,496	93	49·44
1909 .	186·93	2,11,46,631	11,19,902	4,27,510	2·02	6,97,884	...	—2,70,374	115	61·83
1910 .	186·93	2,13,87,484	12,92,969	4,75,061	2·22	7,10,276	...	—2,35,215	133	63·26
1911 .	186·93	2,15,43.179	14,26,979	5,23,234	2·43	7,28,480	...	—2,05,246	147	63·33
1912 .	186·93	2,19,58,911	16,49,154	6,95,299	3·17	7,42,258	9,835	—56,794	170	57·84
1st qr. of 1913.	186·93	2,19,56,599	5,53,883	2,81,408	1·28	1,86,586	23,163	+71,659	228	49·19
1913-14.	186·93	2,20,24,165	21,84,418	10,16,827	4·62	7,65,057	78,717	+1,73,053	225	53·45
1914-15.	186·93	2,21,11,074	16,42,874	5,11,249	2·31	7,71,293	...	—2,60,044	169	68·88
1915-16.	186·93	2,20,45,399	17,57,133	6,61,927	3·00	7,66,222	2,135	—1,06,430	181	62 33
1916-17.	186·93	2,20,39,576	20,69,109	9,73,906	4·42	7,26,186	76,635	+1,71,085	213	5293

15 (*c*) Southern Shan States railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Thazi to Kywedatson	15-6-12	16·05		
Kywedatson to Yinmabin	20-8-14	6·95		
Yinmabin to Kalaw	15-12-14	39·49		
Kalaw to Aungban	15-2-15	7·19		
TOTAL OPEN MILEAGE	...	...	69·68	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Aungban to Yawnghwe (sanctioned on 23rd July 1909)	...	34·25		
			34·25	
GRAND TOTAL	...	...	...	103·93

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. and 50-lb. flat-footed steel rails laid on pynkado, Thitya, Engzin and steel transverse peapod sleepers.

Ballast.—The ballast consists of stone and shingle.

Fencing.—Except at stations, the line is unfenced.

Curves.—The radius of the sharpest curve on the open section is 338·69 feet.

Gradients.—The ruling gradient on the open portion is 1 in 25.

Contracts—

The construction of the line up to Aungban was carried out for the State by the Burma Railways Company which is also working the open section pending the execution of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Companys' share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles	Rs.	Rs	Rs.		Rs.	Rs.	Rs.	Rs.	
1912 .	16·05	83,94,878	11,090	7,927	0·09	...	...	...	25	28·52
1st qr of 1913.	16·05	97,96,426	5,797	3,635	0·04	77,336	...	—73,701	28	37·28
1913-14 .	23·00	1,32,95,785	33,020	—6,046	...	4,06,028	...	—4,12,074	28	118·31
1914-15 .	70·25	1,52,66,096	87,016	5,999	0·04	4,99,719	...	—4,93,720	24	93·10
1915-16 .	69·68	1,55,87,886	3,39,165	21,414	0·14	5,35,702	...	—5,14,288	94	93·68
1916-17 .	69·68	1,53,51,017	3,38,109	55,277	0·36	5,09,935	...	—4,54,658	93	88·65

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 16}{\text{Sub-head } (a)}$. **CHICKJAJUR-CHITALDRUG RAILWAY** (3′ $3\frac{3}{8}$″ gauge)—

This line was sanctioned for construction by the Mysore Durbar in Foreign and Political Department Letter No. $\frac{128}{1}$-I.B., dated the 28th January 1914. Work is expected to be commenced shortly.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Chickjajur to Chitaldrug (sanctioned on 28th January 1914)	...	21·07	21·07

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads (a) and (b)}}$ DIBRU-SADIYA RAILWAY SYSTEM.

Chairman.—The Lord Ribblesdale.
Secretary.—S. Maclean Jack, Esq.
Offices.—Blomfield House, 85, London Wall, London, E.C.
Date of registration of the Company.—30th July 1881.

Lines comprised in the system.—The Dibru-Sadiya railway system is made up of—

	Miles.
(*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)	86·02
(*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)	5·50
Total	91·52

17 (*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Lower steamer ghat on the left bank of the Brahmaputra river, near Dibrugarh Bazar, eastward as far as the Dinjan stream	15-8-82	15·00		
Dinjan stream to Makum Junction	16-7-83	23·50		
Makum Junction to Dum-Duma	2-5-84	10·00		
Dum-Duma to Talap	5-2-85	6·00		
			54·50	
Makum branch—				
Makum Junction to Dihing bridge	2-5-84	23·00		
			23·00	
Saikhoa extension—				
Talap to Saikhoa Ghat	1-5-10	8·52		
			8·52	
GRAND TOTAL	...	...	...	86·02

Details of construction—

Permanent-way.—Of the main line and Makum branch, 27 miles are laid with 60-lb. and the remainder with 50 and 41½ lb. flat-footed steel rails laid on sâl, nahor and uriam sleepers and on cast iron plates of the Denham-Olpherts' type. The Saikhoa extension is laid for 3½ miles with 50-lb. rails and for the remainder with 41½-lb. rails on uriam sleepers.

Ballast.—The line is partially ballasted with broken stone.

Fencing.—The line is unfenced, with the exception of a short length at Dibrugarh.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient is 1 in 150 on the main line and 1 in 100 on the Saikhoa extension.

Contracts—

Dated the 26th May 1880 (called the principal contract) *between the Secretary of State and the Assam Railway Company*, subsequently called the Assam Railways and Trading Company, as to the construction, maintenance, management and working of the Dibru-Sadiya railway with branches.

Dated the 25th July 1881 (supplemental to that of 1880) *between the Secretary of State and the Assam Railways and Trading Company*, modifying the contract of 1880 and providing that the Company shall have the preferential option for the construction and working of any other line(s), in the Luckimpore District—an option which has since been surrendered in consideration of an undertaking by the Secretary of State that the Government right of purchase shall not be exercised until after 1910, *vide* letter from the India Office to the Company's London Board, No. 2193, dated the 13th December 1898.

Letter No. $\frac{923}{1758}$ P.W., dated the 31st March 1905, *from the Honourable the Chief Commissioner of Assam to the Government of India in the Department of Commerce and Industry*;
Telegram No. R. P. 5, dated the 11th May 1905, *from the Railway Board to the Honourable the Chief Commissioner of Assam*;
} as to the construction of the Saikhoa extension.

Dated the 28th October 1914 (supplemental to those of 1880 and 1881) *between the Secretary of State and the Assam Railways and Trading Company*, as to the maintenance and working of the Saikhoa extension, the alteration in the dates for the exercise of the option of purchase of the Company's railway and the adoption of the Government Financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Annual subsidy on the main line for 20 years from the date of opening, not exceeding Rs. 80,000 in any one year, or such smaller sum as, added to net earnings of the main line, will make up 5 per cent on the paid-up capital (exclusive of cost of Makum Branch).

Annual subsidy on the Makum branch for 20 years from the date of opening, not exceeding Rs. 20,000 in any one year, or such smaller sum as, added to the net earnings of the branch, will make up 5 per cent on the capital cost.

Annual subsidy on the Saikhoa extension for 10 years from the date of opening at the rate of Rs. 600 per mile.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads (a) and (b)}}$. **DIBRU-SADIYA RAILWAY SYSTEM—*contd.***

17 (*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

The subsidies are subject to deduction if the Company fail to keep the line in good order and properly equipped, and to work it.

(*Note*—The period of subsidy, for the main line and Makum branch, terminated as from the 30th June 1903, *vide* letter from the Honourable the Chief Commissioner of Assam in the Public Works Department, to the Examiner of Public Works Accounts Assam, No. 1739-P. W./2898, dated the 11th June 1894.)

(iii) *Distribution of profits.*—All the profits go to the Company.

(iv) *Rates and fares.*—To be approved by the Government. If, after five years from the date of opening of the main line, the net profits of the Company exceed 12 per cent of their paid-up capital, the Government may require the Company to make such reduction in their rates and fares as shall not lead to a diminution of the net profits below 12 per cent.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed at rates to be agreed upon from time to time, not exceeding those now paid in the district concerned.

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vi) *Power of the Government to determine contract.*—If the Company fail, for a period extending over six months, to observe its obligations, the Government may determine the contract and call upon the Company to restore the land, &c., made over to it. The Government has the option of purchasing the railway, and its rolling-stock and other equipments and property of the Company, on the 5th February 1921, or at intervals of ten years thereafter, on giving one year's notice and paying 20 per cent in excess of the value of the property as a dividend-paying investment.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from local Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1907 .	77·50	89,99,076	10,39,442	3,90,987	4·34	...	3,90,987	4·34	258	62·39
1908 .	77·50	93,24,383	10,24,770	4,47,121	4·80	...	4,47,121	4·80	254	56·37
1909 .	77·50	95,64,604	11,09,679	4,84,171	5·06	...	4,84,171	5·06	275	56·37
1910 .	86·02	97,16,646	11,20,604	4,46,417	4·59	...	4,46,417	4·59	278	60·16
1911 .	86·02	1,03,06,044	11,88,873	4,30,708	4·18	5,112	4,35,820	4·23	266	63·77
1912 .	86 02	1,06,29,497	13,08,470	5,61,887	5·29	5,112	5,66,999	5·33	293	57·06
1st qr. of 1913.	86·02	1,06,58,110	3,57,078	1,58,859	1·49	...	1,58,859	1·49	319	55·51
1913-14 .	86·02	1,09,70,066	13,54,970	6,03,160	5·50	5,112	6,08,272	5·54	303	55·49
1914-15 .	86·02	1,11,66,228	12,92,241	4,88,264	4·37	5,112	4,93,376	4·42	289	62·21
1915-16 .	86·02	1,14 19,380	14,18,809	5,51,050	4·83	5,112	5,56,162	4·87	317	61·16
1916-17 .	86 02	1,16,14,769	14,26,539	5,57,813	4·81	5,112	5,62,925	4·85	319	60·90

17 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—

This line was constructed by the Assam Railways and Trading Company in 1883, under the sanction of a concession granted in an Indenture made with the Secretary of State on the 30th July 1881, and was used originally only for the purpose of bringing coal from the mines on the south bank of the Dihing river to connect with the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dihing bridge to Ledo	17-2-84	5·50	5·50

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails on uriam sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 800 feet radius.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads (a) and (b)}}$. **DIBRU-SADIYA RAILWAY SYSTEM—*concld.***

17 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—***concld.***

Contract—

Letter, *from the Government of India* in the Public Works Department, No. 623 R.T., dated the 6th August 1896, as to the carriage of goods over the Company's Colliery line and for the through booking of the same with stations on the Dibru-Sadiya railway.

Resolution by the *Government of India* in the Public Works Department, No. 234 R.T., dated the 11th March 1897, as to the application of the general rules for working open lines of railway to the Company's Colliery line.

Contract, dated the 26th February 1903, *between the Secretary of State and the Assam Railways and Trading Company*, as to the grant of a new lease to the Company for working the coal mines in the Makum coal-fields for a period of 30 years from the 30th July 1901 and for the exercise of the privileges granted in connection therewith.

Main provisions of contract—

(i) *Land.*—Mines and premises leased to the Company at a fixed half-yearly rental, or in lieu of such rent a certain royalty on the out-put of coal.

(ii) *Government aid.*—Nil.

(iii) *Terms of working.*—All charges for working the open line system are divided between the Dibru-Sadiya railway and the Colliery branch in proportion to their respective gross earnings. For hire of rolling-stock provided by the Dibru-Sadiya railway, 5 per cent of gross earnings are charged to the Colliery.

(iv) *Rates and fares.*—Certain station to station goods rates have been approved in the Government of India letter noted above.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vi) *Power of the Government to determine contract.*—The Government may determine the contract and take possession of the mines if the Company fail to fulfil its obligations. On the termination of the contract the Government may purchase buildings and works at a fair valuation.

(vii) *Power of the Company to determine contract.*—The Company may determine the contract if the mines become destroyed or are rendered unfit through any extraordinary casualty. On the termination of the contract the Company is to take away all machinery, etc., belonging to the mines and the railways or tramways constructed for the purpose of working the mines, unless the Government shall be willing to purchase the same.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—30 years from 30th July 1901.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	8·50	16,94,069	60,036	22,762	1·34	136	62·09
1908	8·50	16,94,069	69,175	30,486	1·80	156	55·93
1909	5·50	16,94,069	79,905	34,891	2·06	219	56·33
1910	5·50	16,94,069	80,288	32,441	1·91	281	59·61
1911	5·50	16,94,069	83,118	30,429	1·80	291	63·39
1912	5·50	16,94,069	96,954	41,957	2·48	339	56·72
1st qr. of 1913	5·50	16,94,069	22,965	10,138	0·60	321	55·86
1913-14	5·50	16,94,069	92,068	40,821	2·41	322	55·66
1914-15	5·50	16,94,069	99,609	38,190	2·25	348	61·56
1915-16	5·50	16,94,069	96,680	37,755	2·23	338	60·95
1916-17	5·50	16,94,069	94,080	36,149	2·13	329	61·58

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) to (c)}}$. **GONDAL-PORBANDAR STATE RAILWAY SYSTEM.**

Lines comprised in the system.—The Gondal-Porbandar State railway system is made up of—

	Open line. Miles.
(*a*) Gondal-Porbandar State railway (3′ 3⅜″ gauge)	148·01
(*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)	46·21
(*c*) Khijadiya-Dhari railway (3′ 3⅜″ gauge)	37·22
Total	231·44

18 (*a*) Gondal-Porbandar State railway (3′ 3⅜″ gauge)—

This line was constructed by Government agency for the Native States of Gondal and Porbandar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway by the Coalition of the Gondal and Porbandar States.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Dhasa to Dhoraji	19-1-81	73·69			
Dhoraji to Porbandar	1-10-89	69·07			
Porbandar to Porbandar Bandar	15-3-90	*1·55			*Is worked for goods traffic only.
			144·31		
Quarry branch—					
Ranawao to Quarry	17-12-89	*3·70			
			3·70		
TOTAL	...	...	...	148·01	

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar, jodka, teak and steel peapod sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 716 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on Ranawao quarry line where it is 1 in 67.

Agreement—

Nil.—The line is owned and worked by the Gondal and Porbandar States.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction *	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	148·01	66,86,312	9,14,280	4,84,616	6·92	119	46·99
1912	148·01	68,02,518	8,94,139	4,46,293	6·22	116	50·09
1st qr. of 1913	148·01	68,91,364	3,01,847	1,83,037	10·08	157	39·06
1913-14	148·01	71,22,318	9,85,264	5,15,819	6·86	128	47·65
1914-15	148·01	72,52,416	9,65,145	4,40,435	5·73	125	54·37
1915-16	148·01	73,77,802	10,18,762	5,32,081	6·84	132	47·77
1916-17	148·01	74,77,144	10,41,068	4,80,728	6·08	135	53·82

* Excluding outlay on the lines, Porbandar to Porbandar Bandar and Ranawao to quarry.

18 (*b*) Jetalsar Rajkot railway (3′ 3⅜″ gauge)—

This line was constructed and was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Administration of the Gondal-Porbandar State railway.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total
1	2	3	4
Jetalsar to Rajkot Junction	12-4-98	46·21	46·21

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) to (c)}}$. **GONDAL-PORBANDAR STATE RAILWAY SYSTEM—*contd.***

18 (*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers, except for five miles where the rails are laid on steel trough sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except between Rajkot Para and Rajkot Junction.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 175.

Agreement—

Memorandum of conditions for separate working, from 1st April 1911, of the Kathiawar railways sanctioned in the Government of India, Foreign Department, letter No. 431-I.B., dated the 23rd February 1911, to the address of the Secretary to the Government of Bombay, Political Department.

Terms and conditions, dated the 14th December 1913, prescribed by the Railway Board, as to the maintenance, management and working of the Jetalsar-Rajkot railway.

Main provisions of agreement.—

(i) *Land.*—Provided, at the cost of capital, by the Native States through whose territories the line passes.

(ii) *Government aid.*—Nil. The line is the property of the States of Junagad, Gondal and Rajkot and the Talukdar of Jetpur, who supply funds for any necessary additions thereto chargeable to the capital account. It is maintained and worked by the agency of the Gondal-Porbandar State railway, which provides the rolling-stock and other appliances, etc., necessary thereunto.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } 40* per cent of gross earnings (subject to a biennial revision) are retained by the working agency, *plus* actual expenditure on maintenance of way works and stations, police charges, and 5 per cent of gross earnings for hire of rolling-stock supplied by the working agency.

* 35 per cent in those half-years in which the gross earnings per mile per week exceed Rs. 50.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*— } The same as those in force on the Gondal-Porbandar State railway.
(*a*) Troops, police, high Government officials and stores.—
(*b*) Bullion and coin.—

(vii) *Power of the Government to determine agreement.*—The Railway Board shall exercise the powers of an arbitrator.

(viii) *Power of the Proprietors to determine agreement.*—Nil.

(ix) *Term of agreement.*—None specified.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion o expenses to earnings.
1	2	3	4	5	6	7	8
	Miles	Rs.	Rs.	Rs.		Rs.	
1907 . . .	46·21	15,99,904	2,38,823	1,07,094	6·69	99	55·15
1908 . . .	46·21	16,00,937	2,49,957	1,11,178	6·94	104	55·52
1909 . . .	46·21	16,03,140	2,44,104	1,01,803	6·35	102	58·29
1910 . . .	46·21	16,13,883	2,74,868	1,24,701	7·72	114	54·63
1911 . . .	46·21	16,13,639	2,92,000	1,29,680	8·04	122	55·59
1912 . . .	46·21	16,14,853	3,51,069	1,82,072	11·27	146	48·14
1st qr. of 1913 .	46·21	16,18,950	1,11,588	62,961	15·56	186	43·58
1913-14 . . .	46·21	16,20,100	4,07,551	2,18,947	13·51	170	46·30
1914-15 . . .	46·21	16,26,937	4,09,160	2,11,178	12·98	170	48·39
1915-16 . . .	46·21	16,33,978	4,40,225	2,31,636	14·18	183	47·38
1916-17 . . .	46 21	16,33,978	4,79,142	2,30,053	15·08	199	51·99

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) to (c)}}$ · **GONDAL-PORBANDAR STATE RAILWAY SYSTEM**—*concld.*

18 (*c*) Khijadia-Dhari railway (3′ 3⅜″ gauge)—

The construction of this line by the Baroda Durbar was sanctioned by the Secretary of State for India in his despatch No. 16 Railway, dated the 7th February 1913.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Khijadia to Gavadka	1-3-13	16·39	
Gavadka to Chalala	10-3-14	9·14	
Chalala to Dhari	27-5-16	11·69	
TOTAL	...	...	37·22

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb flat-footed steel rails laid on jarrah sleepers.
Ballast.—The line is ballasted with moorum.
Fencing.—The station platforms only are fenced.
Curves.—The sharpest curve has a radius of 2,865 feet.
Gradients.—The ruling gradient is 1 in 200.

Agreement—

The line was constructed by the Baroda Durbar at its own cost and made over to the Gondal-Porbandar State railway for working from 1st March 1913 under the following terms:—

Main provisions of agreement—

(i) *Land.*—Provided at the cost of capital.
(ii) *Government aid.*—Nil. The line is the property of the Baroda Durbar and is worked by the Gondal-Porbandar State railway.
(iii) *Terms of working.*—40* per cent of gross earnings (subject to a biennial revision) are retained by the working agency, *plus* actual expenditure on maintenance of way, works and stations, police charges, interest and maintenance charges of the joint works and joint station expenses at Khijadia Junction and 5 per cent of gross earnings for hire of rolling-stock supplied by the working agency.

* Reduced to 35 per cent in those half-years in which the gross earnings per mile per week exceed Rs. 50.

(iv) *Distribution of profits.*—The whole of the net earnings are paid over to the Baroda Durbar.
(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} The same as those in force on the Gondal-Porbandar State railway
(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Proprietors to determine agreement.*—
} Nil.
(ix) *Term of agreement.*—5 years from 22nd May 1913.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1st qr. of 1913	16·39	9,25,655	1,000	650†	0·28	15	35·00
1913-14	25·53	13,65,967	28,940	14,940†	1·09	33	48·38
1914-15	25·53	16,64,256	49,441	23,556	1·42	37	52·34
1915-16	25·53	19,12,637	47,522	2,710	0·14	36	94·30
1916-17	37·22	19,55,078	69,132	18,420	0·94	38	73·36

†Excluding expenses on maintenance of way, works and stations borne directly by the Baroda Durbar in its capital account.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-head (a)}}$. JAMNAGAR RAILWAY (3′ 3⅜″ gauge)—

This line was constructed for the Navanagar State and was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Rajkot Junction to Jamnagar	8-4-97	50·29		
Jamnagar to Bedi Bandar	8-4-97	*3·93		*Worked for goods traffic only.
TOTAL	...	...	54·22	

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced, except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

Nil.—The line is owned and worked by the Navanagar State.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	54·22	23,26,953	2,14,652	1,02,785	4·42	76	52·12
1908	54·22	23,26,945	2,36,715	1,24,911	5·37	84	47·23
1909	54·22	23,24,854	2,37,240	1,15,995	4·99	84	51·11
1910	54·22	23,32,069	2,44,143	1,20,318	5·16	87	50·72
1911	54·22	23,27,124	2,45,850	1,17,260	5·04	87	52·30
1912	54·22	23,35,655	2,38,486	98,643	4·22	85	58·64
1st qr. of 1913	54·22	23,33,625	78,911	41,274	1·75	112	47·70
1913-14	54·22	23,53,951	2,91,782	1,55,756	6 62	103	46·62
1914-15	54·22	23,70,800	3,01,245	1,09,605	4·62	107	63·62
1915-16	54·22	23,96,173	3,23,354	1,45,755	6·08	115	54·92
1916-17	54·22	24,08,946	3,43,360	1,46,315	6·07	122	57·39

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$. JODHPUR-BIKANER RAILWAY SYSTEM.

Lines comprised in the system.—The Jodhpur-Bikaner railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Jodhpur-Bikaner railway (Jodhpur section) (3′ 3⅜″ gauge)	608·75	77·83	686·58
(*b*) Jodhpur-Bikaner railway (Bikaner section) (3′ 3⅜″ gauge)	497·66	132·03	629·69
(*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)	123·98	...	123·98
(*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge)	50·43	...	50·43
(*e*) Mirpur Khas-Khadro railway (3′ 3⅜″ gauge)	49·50	...	49·50
(*f*) Pipar-Bilara Light railway (2′ 0″ gauge)	25·25	...	25·25
Total	1,355·57	209·86	1,565·46

20 (*a*) Jodhpur-Bikaner railway (Jodhpur section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Kuchaman Road to Merta Road	13-3-93	73·00		
Merta Road to Jodhpur	8-4-91	64·00		
Jodhpur to Luni Junction	9-3-85	20·00		
Luni Junction to Balotra	22-3-87	50·00		
Balotra to Barmer	15-5-99	60·00		
Barmer to the Jodhpur Frontier	22-12-00	74·44		
			341·44	
Branches and extensions—				
Pachpadra branch—				
Balotra to Pachpadra	22-3-87	10·00		
			10·00	
Marwar Railway Junction extension—				
Luni Junction to Marwar Pali	17-6-84	25·00		
Marwar Pali to Marwar Railway Junction	27-7-82	19·00		
			44·00	
Phalodi branch—				
Jodhpur to Osian	21-9-13	34·28		
Osian to Marwar Lohawat	17-3-14	27·22		
Marwar Lohawat to Phalodi	12-5-14	17·69		
			79·19	
Merta City branch—				
Merta Road to Merta City	18-1-05	8·95		
			8·95	
Bhagu extension—				
Merta Road to Nagaur	16-10-91	35·00		
Nagaur to Bhagu	9-12-91	24·50		
			59·50	
Marwar Frontier extension—				
Degana to Marwar Frontier	16-9-09	61·11		
			61·11	
Ladnu Extension—				
Jaswantgarh to Ladnu	20-12-15	4·56	4·56	
TOTAL OPEN MILEAGE	...	...	...	608·75
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Marwar junction to Sandérao (sanctioned on 10th July 1914).	...	77·83	77·83	77·83
GRAND TOTAL	...	...	...	686·58

Details of construction—

Permanent-way.—About 11 miles of the line are laid with 36-lb. flat-footed iron rails, 189 miles with 36-lb. 45 miles with 41½-lb, and 363 miles with 50-lb. flat-footed steel rails. The sleepers are steel trough, deodar, sâl, maiyang and creosoted pine.

Ballast.—On the greater portion of the line the ballast consists of coarse sand, kunkur and broken stone.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150, except at mile 0-1 on the Phalodi branch where the steepest gradient is 1 in 130.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

20 (*a*) Jodhpur-Bikaner railway (Jodhpur section) (3′ 3⅜″ gauge)—*concld.*

Agreements—

Dated the 13th July 1889 } *between the Government of India and the Bikaner and Jodhpur Durbars*
Dated the 30th July 1889 } *respectively*, as to the construction (at the cost of the two Durbars for the portions in their respective territories), management, maintenance and working of the Jodhpur Bikaner railway.

Dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner*, as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories) of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner railway, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana*, No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana*, No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana*, No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Main provisions of agreements—

(i) *Land.*—Provided free of cost—that in Jodhpur territory by the Jodhpur Durbar and that in Bikaner territory by the Bikaner Durbar.

(ii) *Government aid.*—Nil. The Jodhpur-Bikaner railway is the exclusive property of the two Native States—the portion in Jodhpur territory belonging to the Jodhpur Durbar, that in Bikaner territory to the Bikaner Durbar—each of which provides the funds requisite for its own line.

(iii) *Distribution of profits.*—Each of the two Durbars receives all the profits derived from the working of the portion of the line situated in its territory.

(iv) *Rates and fares.*—Certain maxima and minima have been fixed, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

(v) *Special obligations as to the conveyance of—*
(*a*) Mails, troops, police, high Government officials and Government stores.— } Not specified; but
(*b*) Government bullion and coin, and the persons in charge thereof.— } certain rates and fares were approved by executive orders of the Durbars.

(vi) *Power of the Government to determine agreements.—*
(vii) *Power of the Durbars to determine agreements.—* } None specified.
(viii) *Term of agreements.—*

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	463·89	1,27,43,482	21,40,652	11,64,748	9·14	89	45·59
1908	463·89	1,42,85,467	19,28,235	8,65,023	6·06	80	55·14
1909	525·00	1,43,06,908	21,10,217	10,19,529	7·13	77	51·69
1910	525·00	1,44,92,736	26,90,468	15,49,703	10·69	99	42·40
1911	525·00	1,47,54,392	35,12,004	20,39,445	13·82	129	41·93
1912	525·00	1,62,57,742	38,58,597	21,32,276	13·12	141	44·74
1st qr. of 1913	525·00	1,69,58,945	8,56,544	5,09,800	3·01	126	40·48
1913-14	586·50	1,84,49,723	35,84,107	17,48,754	9·48	118	51·21
1914-15	604·19	1,95,50,053	30,69,518	14,66,772	7·50	98	52·21
1915-16	608·75	1,99,91,257	44,82,377	26,14,214	13·08	142	41·68
1916-17	608·75	2,04,66,528	45,70,000	24,73,885	12·09	144	45·87

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

20 (*b*) Jodhpur-Bikaner railway (Bikaner section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Bhagu to Bikaner	9-12-91	47·60		
Bikaner to Dulmera	2-6-98	42·00		
Dulmera to Lunkransar	1-1-01	8·32		
Lunkransar to Suratgarh	1-1-01	63·53		
Suratgarh to Bhatinda	9-9-02	88·00		
			249·45	
Hissar Extension—				
Marwar Frontier to Sujangarh	16-9-09	1·42		
Sujangarh to Ratangarh	2-2-10	28·56		
Ratangarh to Churu	22-5-10	26·61		
Churu to Hissar	8-7-11	79·36		
			135·95	
Bikaner-Ratangarh Chord—				
Bikaner to Ratangarh	24-11-12	84·97		
			84·97	
Sardarshahr extension—				
Hudera (2 miles from Ratangarh) to Sardarshahr	1-3-16	27·29	27·29	
TOTAL OPEN MILEAGE	...	...	...	497·66
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Hanumangarh to Sadulpur } Sanctioned on 22nd	...	105·00		
Bikaner to Kolayat } October 1915.	...	27·03		
			132·03	
				132·03
GRAND TOTAL	...	...	...	629·69

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails of 50 lbs. per yard for about 263 miles, 41¼ lbs. per yard for about 5 miles, and 36 lbs. per yard for 230 miles laid on steel trough, deodar and sâl sleepers.

Ballast.—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

Fencing.—The line is unfenced, except at a few stations.

Curves.—The sharpest curve is of 95·5 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Agreements—

Main provisions of agreements— } As noted under Jodhpur-Bikaner railway (Jodhpur section), 20 (*a*), (3′ 3⅜″ gauge).

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	245·35	55,15,481	8,82,608	3,38,372	6·13	69	61·66
1908	245·35	75,07,922	7,74,735	3,49,859	4·66	61	54·84
1909	251·35	75,36,367	7,82,156	3,16,844	4·20	60	59·49
1910	306·04	82,04,896	10,61,570	6,07,372	7·40	67	42·79
1911	385·40	97,82,232	14,03,926	8,18,468	8·37	70	41·70
1912	470·37	1,06,06,934	16,53,041	8,58,360	8·09	68	48·07
1st qr. of 1913	470·37	1,07,55,915	5,30,710	3,16,338	2·94	87	40·39
1913-14	470·37	1,10 31,983	18,72,883	9,71,270	8·80	77	48·13
1914-15	470·37	1,17,65,712	17,65,677	8,82,773	7·50	72	50·00
1915-16	497·66	1,21,34,077	21,46,094	10,51,032	8·66	83	51·03
1916-17	497·66	1,20,57,874	19,14,090	8,49,179	7·04	74	55·64

APPENDIX I—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

20 (c) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Hyderabad to Shadipalli	18-8-92	55·49		The line from Hyderabad to Shadipalli was originally on the 5′ 6″ gauge but was converted to and opened on, the 3′ 3⅜″ gauge on the 20th October 1901.
Shadipalli to the Jodhpur Frontier	22-12-00	68·49		
Total . .	...	...	123·98	

Details of construction—

Permanent-way.—The section is laid with 50-lb. flat-footed steel rails on deodar and maiyang sleepers

Ballast.—The ballast is of kunkur, stone and broken brick.

Fencing.—With the exception of a few stations and about 34 miles between Shadipalli and Chhor the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Agreement and contracts—

Agreement, dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories), of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 13th July 1911, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other agency), of the Mirpur Khas-Jhudo railway.

Contract, dated the 16th September 1912, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Main provisions of agreement and contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the property of the Government, who provide all expenditure for capital, and is managed, maintained, stocked and worked by the Administration of the Jodhpur-Bikaner railway as part of that system.

(iii) *Terms of working.*—The working expenses of the amalgamated undertaking, excluding the cost of maintenance (but including rent of joint works and interest at 4½ per cent on funds provided for the purchase of stores required for the maintenance and working of the combined undertaking) are divided, in the ratio of the gross earnings of each, between the British and Native State sections. Maintenance charges are the actual expenditure on each section for *direct* charges; and for *joint* charges such as the salary, allowances and other expenses of the Chief Engineer, the proportion due in the ratio of the gross earnings. In addition to the working expenses mentioned above, the Government pay to the Jodhpur and Bikaner Durbars in each half-year for the provision of rolling-stock a sum equal to 5 per cent of the share of the cost of the whole of the joint-stock of the system which is attributable to the Jodhpur-Hyderabad railway—the book value of the stock being divided between the several sections of the system in proportion to the gross earnings of each for the period, for the purpose of determining the amount on which the percentage shall be made. The charge for the stock which cannot be considered as joint (*i.e.*, the stock which does not ply on each section nor is profit earning) shall be 5 per cent on the cost divided between the sections using it in proportion to the mileage on which it runs on each section.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

20 (*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement and contracts—*concld.*

(iv) *Distribution of profits.*—After payment of the working expenses indicated under (iii), the balance of the gross earnings, if any, is paid to the British Government.

(v) *Rates and fares.*—Certain maxima and minima have been fixed, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} To be conveyed on the same conditions and at the same rates as may be in force from time to time on other railways of the same gauge belonging to the Government of India.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbars to surrender agreement.*—
(ix) *Term of agreement.*—

} The agreement is terminable, only on the 1st April or the 1st October in any year, on 12 months' notice given by either party to the other.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1902 . .	123·98	40,45,972	5,04,008	2,18,814	5·41	1,59,771	+59,043	78	56·59
1903 . .	123·98	40,45,338	5,84,094	2,62,379	6·49	1,60,179	+1,02,200	91	55·08
1904 . .	123·98	39,58,081	6,48,728	3,45,007	8·72	1,54,846	+1,90,161	101	46·82
1905 . .	123·98	39,67,948	7,23,989	3,69,002	9·30	1,58,622	+2,10,380	112	49·03
1906 . .	123·98	40,70,635	8,91,456	5,11,938	12·58	1,57,778	+3,54,160	138	42·57
1907 . .	123·98	40,23,073	8,05,017	3,57,918	8·90	1,21,968	+2,35,950	125	55·54
1908 . .	123·98	42,81,148	7,59,479	3,34,028	7·80	1,49,807	+1,84,221	118	56·02
1909 . .	123·98	42,93,099	8,19,444	2,69,834	6·28	1,41,400	+1,28,434	127	67·10
1910 . .	123·98	42,32,763	9,00,091	3,80,517	8·99	1,42,724	+2,37,793	140	57·72
1911 . .	123·98	42,01,757	12,02,852	6,94,934	16·54	1,42,970	+5,51,964	187	42·23
1912 . .	123·98	42,19,491	13,53,633	6,84,232	16·22	1,46,742	+5,37,490	210	49·45
1st qr. of 1913 .	123 98	42,42,650	3,23,858	1,99,608	4·70	40,484	+1,59,124	201	38·37
913-14 .	123·98	43,71,962	13,02,806	6,30,706	14·43	1,45,927	+4,84,779	202	51·59
914-15 .	123·98	44,21,306	9,81,834	3,64,426	8·24	1,53,847	+2,10,579	152	62·38
1915-16 .	123 98	44,45,251	12,72,371	5,98,124	13·46	1,53,946	+4,44,178	197	52·99
1916-17 .	123·98	44,66,439	14,26,998	6,60,256	14·78	1,46 882	+5,13,374	221	53·73

20 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″gauge)—

Date of registration of the Company.—14th February 1908.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jamrao Junction to Jhudo	18-4-09	50·43	50·43

Details of construction—

Permanent-way.—The permanent-way consists of about 33 miles of 36-lb. and about 17 miles of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line is not ballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,206 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

20 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge)—*contd.*

Agreement and contracts—

Agreement, dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories) of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 13th July 1911, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other agency) of the Mirpur Khas-Jhudo railway.

Contract, dated the 16th September 1912, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Contract, dated the 9th June 1913, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction of the Mirpur Khas-Khadro railway and its maintenance, management and working as a part of the Mirpur Khas-Jhudo railway.

Contract, dated the 5th December 1913, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the maintenance, management and working, by the agency of the Jodhpur-Bikaner Railway Administration, of the Mirpur Khas-Khadro railway as an integral part of the Mirpur Khas-Jhudo railway.

Contract dated the 22nd August 1916, *between the Secretary of State of the 1st part, Sind Light Railways limited of the 2nd part, His Highness the Maharaja of Jodhpur of the 3rd port and His Highness the Maharaja of Bikaner of the 4th part,* as to the adoption of financial year and half year as from 1st April 1913.

Main provisions of agreement and contracts.—

(i) *Land.*—Provided by the Government free of cost to the Company, except that the bank constructed by the Jamrao Canal Department, parallel to and alongside the Jamrao Canal, upon which the railway runs for a distance of about 16 miles, remains the property of the Canal Department, subject to the right of the Company to have the said railway running thereon and other provisions relating to the canal and bridges thereover, etc.

(ii) *Government aid.*—The railway is the property of the Sind Light Railways, Limited, at whose cost it was constructed by the Administration of the Jodhpur-Bikaner railway, who manage, maintain stock and work it, under agreement with the Government, in conjunction with and as part of the British section of the Jodhpur-Hyderabad railway.

(iii) *Terms of working.*— } As between the Government and the Sind Light Railways, Limited,
(iv) *Distribution of profits.*— } the Government undertake the management, maintenance, provision of rolling-stock and working, through State, or other, agency (that at present employed being the Administration of the Jodhpur-Bikaner railway), for 40 per cent of the gross earnings of the Mirpur Khas-Jhudo railway; the remainder, being the net earnings of the branch, is paid by the working agency to the Company.

As between the Government and the Administration of the Jodhpur-Bikaner railway, the Company's line is managed, maintained, stocked and worked by the Jodhpur-Bikáner Railway Administration in conjunction with, and as if it had originally been a part of, the British section of the Jodhpur-Hyderabad railway, and were subject to the provisions of the agreement of the 22nd December 1900 so far as they are not inconsistent with the contract of 1911 between the Government and the Company; *provided that the difference* (if any) between the following sums, *viz.*:—

(*a*) the proportion (*viz.*, 60 per cent) of the gross earnings of the Mirpur Khas-Jhudo railway in each half-year payable, under the combined effect of the contracts of 13th July 1911 and 16th September 1912, by the working agency to the Company, and

(*b*) the sum which would have been payable to the Government as the excess of the gross earnings, over working expenses, of the Mirpur Khas-Jhudo railway in terms of the agreement of the 22nd December 1900, if that railway had been originally subject thereto as part of the British section of the Jodhpur-Hyderabad railway and if the gross earnings thereof, ascertained by separate accounts, had been treated as separate from those of the other portion of the Jodhpur-Hyderabad railway so as to bear its own share of working expenses under that agreement in the same half-year, adjusted by payment of such difference by the Government to the Jodhpur-Bikaner Railway Administration or *vice versâ*, as the case may be, according as the sum payable by the Railway Administration to the Company is greater or less than that which would have been payable by the Railway Administration to the Government as stated under (*b*) above.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

20 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement and contracts—*concld.*

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As noted under 21 (*c*), Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—Government may determine the contract by "Notice of purchase" either on the 31st December 1928, or on the 31st December in the last year in any subsequent period of ten years, on giving twelve months' notice.

On the termination of the contract Government takes possession of the railway and all its appurtenances on the payment to the Company of a sum equal to 25 times the amount of the average net earnings of the railway during the three years immediately preceding the date of that event provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure.

(viii) *Power of the Company to surrender contract.*—(Nil).

(ix) *Term of contract.*—Until determined under (vii).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1909 . . .	50·43	7,37,231	43,535	26,121	3·54	25	40·00
1910 . . .	50·43	7,20,900	98,463	59,078	8·20	38	40·00
1911 . . .	50·43	7,20,329	96,228	57,737	8·02	37	40 00
1912 . . .	50·43	7,22,627	1,16,670	70,002	9·69	44	40·00
1st qr. of 1913 .	50·43	7,22,771	48,383	29,030	4·02	74	40·00
1913-14 . . .	50·43	7,24,396	1,40,184	84,110	11·61	53	40·00
1914-15 . .	50·43	7,24,396	1,34,013	80,408	11·10	51	40·00
1915-16 . .	50·43	7,24,396	1,26,507	75,904	10·48	48	40·00
1916-17 . .	50·43	7,31,806	1,36,695	82,017	11·21	52	40·00

20 (*e*) Mirpur Khas-Khadro railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mirpur Khas to Khadro	1-1-12	49·50	49·50

Details of construction—

Permanent-way.—The line is laid with 60-lb. iron rails for 9 miles and 36-lb. flat-footed steel rails for 40½ miles. The sleepers used are deodar throughout.

Ballast.—The line is not ballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 995 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 9th June 1913, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction of the Mirpur Khas-Khadro railway and its maintenance, management and working as a part of the Mirpur Khas-Jhudo railway.

Dated the 5th December 1913, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the maintenance, management and working, by the agency of the Jodhpur-Bikaner Railway Administration, of the Mirpur Khas-Khadro railway as an integral part of the Mirpur Khas-Jhudo railway.

Main provisions of contracts—

The same as noted under Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge) except as follows:—

Power of the Government to determine contract.—Government may determine the contract by 'notice of purchase' either on the 31st December in the twenty-first year after the opening of the line for traffic, or on the 31st December in the last year of any subsequent period of 10 years, paying

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*concld.*

20 (*e*) Mirpur Khas-Khadro railway (3′ 3⅜″)—*concld.*

Main provisions of contracts—*concld.*

to the Company 25 times the amount of the average yearly net earnings of the railway during the 3 years immediately preceding the purchase, provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure.

Government may also determine the contract and purchase the railway in the following events :—

(*a*) If it is considered desirable that the gauge of the railway should be altered ;

(*b*) If it is considered desirable to convert the railway into a line of through communication ; and

(*c*) If it is considered desirable to extend the line (without altering the gauge or making the railway part of a through route) and the Company is unable or unwilling to supply the necessary capital for the purpose ;

on payment to the company 25 times the average net earnings during the 3 years preceding the purchase or 115 per cent of the capital expenditure whichever shall be the greater, but if the purchase occurs within less than 3 years from the opening of the line the price shall be 115 per cent of the capital expenditure.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912 . . .	49·50	8,24,749	60,432	36,259	4·40	23	40·00
1st qr. of 1913 .	49·50	8,22,116	26,941	16,165	1·97	42	40·00
1913-14 . . .	49·50	8,22,222	83,334	50,000	6·08	32	40·00
1914-15 . . .	49·50	8,22,603	69,806	41,884	5·09	27	40·00
1915-16 . . .	49·50	8,23,096	70,237	42,142	5·12	27	40·00
1916-17 . . .	49·50	8,23,096	85,302	51,182	6·22	33	40·00

30 (*f*) Pipar-Bilara Light railway (2′ 0″ gauge)—

The line was constructed originally as a steam tramway, to which the provisions of the Indian Railways Act were applied on the 6th July 1912.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Pipar Road to Bhavi	25-11-10	19·00	
Bhavi to Bilara	1-3-12	6·25	
TOTAL . .	...	...	25·25

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is not fenced.

Curves.—The radius of the sharpest curve is 478 feet.

Gradients.—The ruling gradient is 1 in 600—except in the sections from mile 6·38 to mile 6·76 and from mile 7 to mile 7·53, where the gradient is 1 in 100 in cuttings.

Agreement—

Nil.—The line was constructed and is owned by the Jodhpur Durbar by whom it was worked up to the 3rd February 1913. From the 4th February 1913, the working was taken over by the Jodhpur-Bikaner Railway Administration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1910 . .	19·00	1,95 767	1,732	632	0·32	17	63·51
1911 . .	19·00	2,51,555	15,996	5,246	2·08	16	67·20
1912 . .	25·00	2,74,857	22,986	5,509	2·00	18	76·03
1st qr. of 1913	25·00	2,74,936	5,862	2,159	0·79	18	63·18
1913-14 . .	25·25	2,76,987	26,156	1,323	0·48	20	94·94
1914-15 . .	25·25	2,79,837	25,187	9,402	3·36	19	62·67
1915-16 . .	25·25	2,90,205	33,679	12,472	4·30	26	62·96
1916-17 . .	25·25	2,90,147	25,536	4,832	1·67	19	81·08

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 21}}{\text{Sub-head (a)}}$. **JUNAGAD STATE RAILWAY** (3′ 3⅜″ gauge)—

This line was constructed by Government agency for the Native State of Junagad (after which it is named). It was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working, as one undertaking, the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Jetalsar to Junagad	1-9-88	16·00		
Junagad to Veraval Docks	1-2-89	51·30	67·30	
Branches—				
Kutiyana branch—				
Shapur to Manavadar	15-2-10	15·86		
Manavadar to Bantva	25-12-10	3·45		
Bantva to Saradiya	15-5-15	7·00	26·31	
isavadar branch—				
Junagad to Bilkha	20-5-12	13·64		
Bilkha to Visavadar	15-2-13	12·92	26·56	
Dungarpur quarry line	10-12-12	0·73	0·73	
TOTAL OPEN MILEAGE	...	...	...	120·90
UNDER CONCTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Veraval to Una (sanctioned on 16th June 1915)	...	56·91	56·91	56·91
GRAND TOTAL	...	...	...	177·81

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers, a length of 29¾ miles, Jetalsar to Lushala, of the main line, except in station yards, has been relaid with 50 lbs. rails.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,200 feet radius.

Gradients.—The ruling gradient is 1 in 150, except on the approach to Sorath Vanthli station on the Kutiyana branch where it is 1 in 100.

Agreement—

Nil.—The line is owned and worked by the State of Junagad.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	88·96	48,05,266	4,45,926	2,06,461	4·30	96	53·70
1912	100·50	55,92,589	5,33,085	2,65,510	4·75	102	50·19
1st qr. of 1913.	113·42	57,12,741	1,62,434	84,436	1·48	110	48·02
1913-14	113·42	60,44,323	6,18,701	2,97,380	4·92	105	51·93
1914-15	113·90	62,46,354	6,21,293	2,92,418	4·68	105	52·93
1915-16	120·90	64,08,751	6,96,353	3,40,103	5·33	111	51·16
1916-17	120·90	66,60644	7,49,201	3,68,837	5·54	119	50·77

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-head (a)}}$. **MORVI RAILWAY** (3′ 3⅜″ and 2′ 6″ gauges)—

The whole line was originally on the 2′ 6″ gauge. In 1905 the length between Wadhwan and Rajkot was converted to the 3′ 3⅜″ gauge—from Wadhwan to Than Road, 31·34 miles, on a new alignment and onwards to Rajkot, 42·60 miles, on the original alignment with a few unimportant diversions. The line between Vankaner and Morvi was retained on the 2′ 6″ gauge.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
3′ 3⅜″ gauge—				
Wadhwan to Rajkot Junction	4-3-05	73·94	73·94	
2′ 6″ gauge—				
Vankaner to Morvi	24-3-87	15·70		
Quarry branch	23-12-05	3·19	18·89	
TOTAL .	...	...	...	92·83

Details of construction—

Permanent-way.—The permanent-way on the 3′ 3⅜″ gauge section consists of 41¼-lb. flat-footed steel rails on half-round teak sleepers; and that on the 2′ 6″ gauge section of 29-lb. flat-footed steel rails on steel trough and creosoted pine sleepers.

Ballast.—The line is ballasted with moorum (disintegrated trap).

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the 3′ 3⅜″ gauge is of 950 feet radius; and that on the 2′ 6″ gauge is of 500 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is about 1 in 200 with a 1 in 150 banking section.

Contract—

Nil.—The line was constructed by His Highness the Thakore Sahib of Morvi, at his own expense, and is maintained and worked by him.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906 . . .	94·64	44,90,459	3,07,560	1,59,584	3·55	62	48·11
1907 . . .	94·64	45,73,551	4,11,791	2,55,762	5·59	84	37·89
1908 . . .	92·83	46,42,725	5,08,262	2,82,464	6·08	105	44·43
1909 . . .	92·83	47,95,497	4,71,830	2,12,900	4·44	98	54·88
1910 . . .	92·83	49,91,020	5,29,105	2,96,286	5·94	109	44·00
1911 . . .	92·83	49,91,298	6,36,082	4,22,520	8·47	132	33·57
1912 . . .	92·83	51,21,785	7,24,917	4,54,377	8·87	150	37·32
1st qr. of 1913.	92·83	51,14,001	1,90,849	1,40,141	2·74	158	26·57
1913-14 . .	92·83	52,11,157	7,76,902	5,03,049	9·65	161	35·25
1914-15 . .	92·83	52,83,719	7,66,981	4,86,346	9·24	159	36·59
1915-16 . .	92·83	53,80,469	7,73,044	4,92,318	9·15	160	36·31
1916-17 . .	92·83	53,60,205	8,68,311	6,23,172	11·63	180	28·26

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 23}{\text{Sub-head } (a)}$. **MYSORE-ARSIKERE RAILWAY** (3′ 3⅜″ gauge)—

The construction of this line by the Mysore Durbar was sanctioned by the Government of India in the Foreign Department, in their letter No. 3474 I.B., dated the 29th October 1913. The work is in progress.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mysore to Arsikere (sanctioned on 29th October 1913)	...	102·25	102·25

Number $\frac{\text{Main head } 24}{\text{Sub-head } (a)}$. **OKHAMANDAL RAILWAY** (3′ 3⅜″ gauge)—

Sanction to the construction of this line by the Baroda Durbar was conveyed in Railway Board's Notification No. 156, dated the 5th June 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kuranga to Arthara (sanctioned on 5th June 1913)	...	37·02	37·02

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 25}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—**

Chairman.——Alexander Izat, Esq., C.I.E.
Secretary.—E. A. Neville, Esq.
Offices.—237, Gresham House, Old Broad Street, London, E.C.
Date of registration of the Company.—6th October 1882.

Lines comprised in the system.—The Rohilkund and Kumaon railway system is made up of—

	Miles.
(*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)	258·72
(*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)	312·51
(*c*) Powayan Light railway (2′ 6″ gauge)	38·86
Total	610·21

Running powers—

Home line over foreign line:—

Over Ramganga bridge, between Bareilly and Basharatganj, Oudh and Rohilkhand railway.	for passenger and goods trains.	0·52
Over Ramganga bridge, between Dalpatpur and Moradabad, Oudh and Rohilkhand railway.		0·40
		0·92

Foreign line over home line:—

Bengal and North-Western railway, Daliganj to Aishbagh, for passenger and goods trains	3·40

25 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Bhojeepura to Kathgodam	12-10-84	53·92		
			53·92	
Extensions—				
Kasganj extension—				
Bareilly to Soron	29-1-06	54·95		
Soron to Kasganj	4-1-85	9·00		
			63·95	
Ramnagar extension—				
Moradabad to Got	10-5-08	4·19		
Got to Kashipur	11-1-08	26·86		
Kashipur to Ramnagar	1-4-07	17·14		
			48·19	
Kashipur extension—				
Lalkua to Kashipur	15-12-07	36·00		
			36·00	
Shahjahanpur extension—				
Pilibhit to Bisalpur	24-2-11	23·14		
Bisalpur to Carewganj	13-1-12	31·12		
Shahbaznagar to Shahjahanpur	18-3-16	2·40		
			56·66	
GRAND TOTAL	...	...	...	258·72

Details of construction—

Permanent-way.—The permanent-way consists of 41¼ and 50-lb. steel rails on sâl, Australian and deodar sleepers. The lines from Lalkua to Ramnagar, Moradabad to Kashipur and Pilibhit to Carewganj are laid with 41¼-lb. steel rails on sâl and deodar sleepers.

Ballast.—The ballast consists of broken brick and shingle.

Fencing.—The line is partially fenced.

Curves.—There are no curves with a radius of less than 716 feet.

Gradients.—The ruling gradient between Bhojeepura and Kathgodam is 1 in 280, except near the hill where it is 1 in 70; between Bareilly and Kasganj, 1 in 400; between Moradabad and Ramnagar, 1 in 400, except near the hills where it is 1 in 125; between Lalkua and Kashipur, 1 in 200, except for a short distance near Lalkua where it is 1 in 100; and between Pilibhit and Carewganj, 1 in 400.

Contracts—

Dated the 12th October 1882 (called the original contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company,* as to the construction, maintenance, management and working of the railway from Bhojeepura to Kathgodam.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number—Main head 25 / Sub-heads (*a*) to (*c*). **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*contd.*

25 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*contd.*

Dated the 8th September 1890 (called the principal contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the working of the Company's line and the construction, maintenance, management and working of certain State lines.

Dated the 31st December 1892 (supplemental to the contract of 1890 and called the capital advance contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, for the advance of capital for the State line and as to debentures.

Dated the 5th February 1901 (supplemental to the contracts of 1882, 1890 and 1892), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, prolonging and continuing the contract of 1890, subject to certain modifications thereof and of the contracts of 1882 and 1892.

Dated the 24th April 1903 (supplemental to the contracts of 1882 and 1890), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 15th July 1904 (supplemental to the contracts of 1882, 1890, 1901 and 1903), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the construction, maintenance, management and working of certain Branch railways and the purchase of existing Branch lines.

Dated the 13th July 1906, *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the provision of moneys for capital expenditure on the Powayan Steam Tramway, and the acquisition by the Company of interests in that Tramway, and other matters.

Dated the 24th March 1909 (supplemental to and in modification of the contracts of 1882, 1890, 1892, 1901, 1903, 1904 and 1906), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the raising of capital for the purposes both of the Company's lines and of the Lucknow-Bareilly railway, and for the construction, maintenance, management and working of the Pilibhit-Barmdeo railway, extensions of the Dudhwa branch with a permanent bridge over the Sarda river, and the Pilibhit-Shahjahanpur railway.

Dated the 3rd July 1914 (supplemental to the contracts of 1882, 1890, 1892, 1901, 1903, 1904, 1906 and 1909), *between the Secretary of State and the Rohilkund and Kamaon Railway Company*, as to the adoption of the Government financial year for the preparation of the accounts.

Main provisions of contracts.—

(i) *Land.*—Land for the Company's railway constructed in pursuance of the original contract was provided by the Government free of cost to the Company, subject to the condition that the Company pays, on demand, to Government the cost price of land purchased by Government for the purposes of the Company's railway. Land for the railway from Gola Gokaran Nath to Pilibhit, and for all the other State lines provided by the Government after the 1st January 1891 is charged to capital subsequent to the date of the principal contract. Land for Branch railways and Branch line works is provided free, except and excluding land required for quarrying ballast, brickfields or kindred purposes.

(ii) *Government aid.*—Government guaranteed interest at 4 per cent per annum in sterling on the capital up to £200,000 expended on the *Company's* original railway until its opening throughout for public traffic but for no longer than and including 1st January 1885; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from the date of opening, which ceased on the 31st December 1894.

In the case of the *Lucknow-Bareilly* railway the Government guarantee the principal and interest in respect of debentures for the nominal amount of £147,000 issued by the Company in order to raise the sum of £160,000 (the sum actually realised being £160,837).

[NOTE.—Of these, debentures for £40,000 and £32,000 were paid off from advances by the Secretary of State in England on 1st July 1911 and 1st July 1915, respectively].

The Company reimburses the Government any amount by which the interest payable under the guarantee may exceed Rs. 96,000 in any one year.

All sums advanced by the Government after the 31st December 1900 bear interest at the rate of 3½ per cent per annum.

(iii) *Terms of working.*—The Lucknow-Bareilly railway is worked in conjunction with the Company's own line, a joint account of working expenses being kept. Joint working expenses account includes—

(1) any item of capital expenditure not exceeding Rs. 1,000 classed as "minor work" subject to a maximum charge on such account of Rs. 15 per mile of railway open per half-year, and

(2) a payment to Government of Rs. 20 per mile of railway open to traffic per half-year for audit and supervision.

The joint working expenses of the open system are divided between—

(*a*) the Company's original line and "the Additional Main Line Works,"

(*b*) the Lucknow-Bareilly railway and "the State Line Works," and

(*c*) "the Branch Railways" and "the Branch Line Works,"

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 25}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

25 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts.—*contd.*

in proportion to the respective gross earnings of those three classes.

(iv) *Distribution of profits.*—The earnings of the Company's original line and "the Additional Main Line Works," after payment of all working expenses, are applied in the following order :—

(*a*) in payment of contribution to Provident Fund contingent on net earnings,
(*b*) in payment of interest on the Company's Main Line Stock (being part of the Joint Debenture Stock),
(*c*) in payment of interest on borrowed capital, and
(*d*) in payment of interest at 6 per cent per annum on the *bonâ fide* paid-up share capital of the Company.

The surplus is divided equally between the Government and the Company.

The net earnings of "the Branch Railways" and of "the Branch Line Works" belong absolutely to the Company, without any right of the Secretary of State to participate therein, subject only to the payment thereout of contribution to Provident Fund contingent on net earnings and interest on the Company's Branch Line Stock (being part of the Joint Debenture Stock).

The net earnings of the Lucknow-Bareilly railway and "the State Works", *i.e.*, of the undertaking, are applied in the following order :—

(*a*) In payment of contribution to Provident Fund contingent on net earnings,

(*b*) in payment of the interest at 4 per cent per annum on the State Stock (being part of the Joint Debenture Stock), except interest on such portion of the State Stock as may for the time being be appropriated for lines under construction, which latter is charged to capital till the close of the half-year next after the opening of lines to traffic,

(*c*) in payment of the interest on the debentures of £147,000 issued by the Company in 1890 and of interest at 4 per cent per annum on any further capital supplied by the Company or advanced by the Government for the purposes of the undertaking (3½ per cent per annum on Government advances subsequent to the 31st December 1900),

(*d*) in payment to the Government of interest at 4 per cent per annum on the value at cost price of the railways, rolling-stock, plant, machinery and land handed over to or retained by the Company on the 1st January 1891 (standing to debit of Part I of the Capital Account), and

(*e*) the residue is divided between the Government and the Company in the ratio of their respective shares of capital in the undertaking.

[*Note 1.*—The State Stock (part of Joint Debenture Stock), excluding and except so much of it as is appropriated for the construction of the Pilibhit-Barmdeo railway, does not participate in profits either as Government capital or as Company's capital.]

[*Note 2.*—The amount advanced by the Secretary of State to pay off debentures for £72,000 (part of £147,000 *vide* (ii) above and note in connection therewith) does not affect the capital of either the Secretary of State or the Company for the purposes of division of surplus profits of the Lucknow-Bareilly railway.]

(v) *Rates and fares*—

Maxima :— Company's lines :—

Passengers :—

1st class, 3 annas per mile.
Lower class, 4½ pies per mile.
Luggage, 2 pies per maund per mile.

Goods :—

Edible grains, ⅓rd pie per maund per mile.
Other goods, 2 pies per maund per mile.
Parcels and live-stock at rates not exceeding 50 per cent over rates on the East Indian railway.
On the Branch railways food grains and salt are to be carried at rates, not less than the minimum for goods, as the Government may fix; and fuel for distances exceeding 100 miles on the Branch railways, or on any part thereof together with any part of the other railways belonging to or worked by the Company at a rate not exceeding ⅛th pie per maund per mile.

Lucknow-Bareilly railway and branches :—

The Government to authorise, from time to time, maximum and minimum rates, and to prescribe the classification of passengers and goods, as well as the extent to which, within the maxima and minima, the Company may vary such rates.

For traffic between the joint line (Bareilly-Bhojeepura) and the Company's own line, the rates in force on the latter may be levied, except in the case of food grains and salt, and of fuel carried

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 25}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

25 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*contd.*

for distances exceeding 100 miles ; for the former the rates will not be less than the minimum for goods fixed by Government, and for the latter the rates will not exceed ⅛th pie per maund per mile.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails.—On the Company's original line, to be conveyed on payment of Rs. 5,000 half-yearly.
On the extensions of the Company's original line (Additional Main Line Works), the Company is to receive a reasonable remuneration in lieu of the sum of Rs. 5,000 above noted.
On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government.

(*b*) Troops, police, high Government officials and Government stores.—
On the Company's lines, at the ordinary tariff rates charged to the public.
On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government.

(*c*) Government bullion and coin, and the persons in charge thereof.—
On the Company's lines at special rates to be from time to time agreed upon between the Government and the Company.
On the Lucknow-Bareilly railway and branches, at special rates to be approved by the Government.

(vii) *Power of the Government to determine contract.*—

Contract of 1882 : The Government may terminate the contract at the end of the 50th year, *i.e.*, on the 31st December 1932, by giving 12 months' notice. If the contract terminate by such notice, or by the efflux of time, the Government are to pay to the Company 25 times the average net earnings, less the Government share of surplus profits, during the 5 years immediately preceding either the date of the termination or (at the option of the Government) the 31st December 1912.

[*Note.*—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to observe its obligations, on payment of the value of the permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove its property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1890 : If the original contract with the Company, dated the 12th October 1882, terminate for any reason, then the contract for the working of the Lucknow-Bareilly railway *ipso facto* terminates at the same time. The Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year, by giving 12 months' notice. The Government may also determine the contract on 6 months' notice (called the "Notice of Determination") if the Company fail to observe its obligations.

On the determination of the contract the Government will resume possession of the State railway, and at their option will either repay the capital that has been received from the Company for the purposes of the undertaking, or will take over the liability of the Company in respect of such capital. If the capital is repaid, the payment may, at the option of the Government, be made either in England or in India.

Contract of 1904 : If the original contract with the Company, dated the 12th October 1882, terminate either by "Notice of Purchase" or by the efflux of time, then the contract of 1904 terminates at the same time, in which case the Government are to pay to the Company 25 times the average net earnings of the Lalkua-Kashipur-Moradabad-Ramnagar branches during the 5 years immediately preceding the termination, provided such sum does not exceed by more than 20 per cent, nor be less than, the capital expenditure on those railways.

[*Note.*—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to oqserve its obligations, on payment of the value of the permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove its property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1909 : By clause 18 of the contract of the 24th March 1909, if either the contract of 1890 be determined from any cause or that of 1909 be determined by "Notice of Purchase" as far as each relates to "the State lines", but not further or otherwise, then the other of the two contracts *ipso facto* terminates at the same time.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 25}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*contd.*

25 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

By clause 19 of the contract of the 24th March 1909, that contract so far as it relates to "the Scheduled Company's Works" (the Pilibhit-Shahjahanpur line), in common with the contract of 1904 terminates *ipso facto* with the determination by "Notice of Purchase" of the Company's original contract of the 12th October 1882, the Government, however, only having the power to purchase "the Company's original line", "the Branch railways" and "the Scheduled Company's Works" collectively, not any of them separately from the other or others of them.

By clause 20 of the contract of the 24th March 1909—

(*a*) the contract of 1909 so far as it relates to "the Additional Main Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the Company's original contract of the 12th October 1882,

(*b*) the contract of 1909 so far as it relates to "the Branch Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the contract of 1904, except as noted above against clauses 18 and 20 of the contract of 1909 and also except as provided for in clause 77 of the contract of 1890, the several powers of the Government to determine by "Notice of Determination" the contracts respectively of 1882, 1890 and 1904, and also that of 1909 so far as they relate to "the State Line Works" to "the Additional Main Line Works" and to "the Branch Line Works", remain separate and unaffected, and are exercisable as to any one or parts thereof independently and without prejudice as to the continuance of the others or parts thereof, in the event of the Company failing to observe its obligations contained in the contract or part of the contract which it is sought to determine: provided that the powers of the Government to determine, by "Notice of Determination", the contract of 1909 so far as it relates to "the Additional Main Line Works" and to "the Branch Line Works" are exercisable separately in respect of any line or branch forming an independent part of such works, if the Company fail to observe its obligations in regard thereto.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Those of 1882, 1904 and 1909, up to the 31st December 1981; that of 1890, up to the 31st December 1932.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9
	Miles.	Rs.	Rs.	Rs.		Rs.		
1884	55·00	19,40,266	36,543	1,733	0·09	51	95·26	Net earnings from 1885 to 1894 include an annual subsidy of Rs. 40,000.
1885	55·00	21,71,124	2,38,572	80,153	3·69	68	66·40	
1886	55·00	22,52,962	3,00,191	1,23,832	5·50	86	58·75	
1887	55·00	22,91,619	3,19,274	1,16,800	5·10	92	63·42	
1888	55 00	23,40,100	3,34,092	1,42,120	6·07	96	57·46	
1889	55·00	23,96,624	3,72,270	1,60,135	6·68	107	56·98	
1890	55·00	24,17,052	3,14,834	1,51,003	6·25	90	52·04	
1891	53·92	20,49,458	3,85,084	1,60,081	7·81	112	58·43	
1892	53·92	20,58,575	4,33,648	1,97,780	9·61	127	54·39	
1893	53·92	20,82,280	4,25,909	1,83,180	8·80	124	56·99	
1894	53·92	20,80,440	4,59,313	2,15,191	10·34	134	53·15	
1895	53·92	20,78,251	4,04,504	1,52,209	7·32	118	62·37	
1896	53·92	20,79,863	4,26,905	1,53,821	7·40	125	63·96	
1897	53·92	21,20,428	4,23,720	1,72,319	8·13	124	59·83	
1898	53·92	21,42,552	4,62,308	2,20,785	10·30	135	52·24	
1899	53·92	21,48,313	4,65,623	2,34,020	10·89	136	49·74	
1900	53·92	21,53,125	4,37,572	2,28,048	10·59	128	47·88	
1901	53·92	22,09,423	3,84,314	2,09,896	9·50	112	45·38	
1902	53·92	23,36,911	4,10,626	2,18,317	9·34	120	46·83	
1903	53·92	25,89,790	4,13,147	2,20,405	8·51	121	46·65	
1904	53·92	43,55,575	4,18,787	2,24,403	5·15	122	46·41	
1905	53·92	93,34,589	4,40,664	1,54,126	1·65	129	65·02	The decrease in net earnings in 1905 is due to the heavy outlay on relaying the main line.
1906	117·87	1,16,53,319	8,03,607	3,65,161	3·13	124	54·56	
1907	117·87	1,28,55,065	10,67,928	5,69,506	4·43	158	46·67	
1908	203·35	1,35,79,271	11,44,078	5,50,193	4·05	102	51·91	
1909	202·06	1,36,93,877	12,70,929	6,26,391	4·57	121	50·71	
1910	202·06	1,52,28,920	13,46,150	7,62,425	5·00	128	43·36	
1911	225·20	1,59,24,548	14,73,586	7,99,809	5·02	128	45·72	
1912	256·32	1,62,89,858	18,99,670	11,51,734	7·07	144	39·37	
1st qr of 1913	256·32	1,63,05,789	4,88,833	2,99,341	1·84	37	38·76	
1913-14	256·32	1,67,73,684	18,84,583	10,57,658	6·30	141	43·88	
1914-15	256·32	1,69,38,847	15.58,479	7,39,623	4·37	117	52·54	
1915-16	258·84	1,69.99,623	17,25,863	9,13,086	5·37	128	47·09	
1916-17	258·72	1,69,41,247	18,90,718	11,11,676	6·56	141	41·20	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 25}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

25 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Lucknow to Sitapur	15-11-86	55·00		
Sitapur to Lakhimpur	15-4-87	28·50		
Lakhimpur to Gola Gokaran Nath	15-12-87	21·50		
Gola Gokaran Nath to Pilibhit	1-4-91	57·55		
Pilibhit to Bhojeepura	15-11-84	24·00		
Bhojeepura to Bareilly	12-10-84	12·00		
			198·55	
Branches and extensions—				
Bareilly grain siding	1-4-94	1·75		
			1·75	
Kauriálaghat extension—				
Mailani to Sarda	1-1-93			
Sarda to Sohela	10-3-93	30·78		
Sohela to Sonaripur	18-3-94			
Sonaripur to Kauriálaghat	2-1-11	20·62		
			51·40	
Chandan Choki extension—				
Dudhwa to Chandan Choki	1-4-03	7·57		
			7·57	
Gauri Phanta extension—				
Dudhwa to Gauri Phanta	15-4-14	14·49		
			14·49	
Barmdeo extension—				
Pilibhit to Barmdeo	15-5-12	38·75		
			38·75	
GRAND TOTAL	...	...	...	312·51

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. and 50-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken brick, kunkur and shingle.

Fencing.—The line is partially fenced.

Curves.—There is only one curve with a radius of less than 1,000 feet.

Gradients.—The ruling gradient between Lucknow and Bareilly is 1 in 500, except near Lucknow and Bareilly, where it is 1 in 200; between Mailani and Kauriálaghat, 1 in 400 and between Dudhwa and Chandan Choki, 1 in 100.

Contracts—

Main provisions of contracts— As noted under Rohilkund and Kumaon railway (3′ 3⅜″ gauge).

APPENDIX 1—*contd*

History of railways constructed and in progress

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 25}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*contd.*

25 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891 .	198·38	79,17,846	4,95,068	1,72,145	2·17	2,72,055	...	— 99,910	56	65·23
1892 .	198·33	81,66,804	6,82,836	2,74,601	3·36	3,07,651	10,636	— 43,686	66	59·79
1893 .	222·05	83,89,362	7,28,878	2,73,541	3·26	3,26,776	3,495	— 56,724	67	62·47
1894 .	231·17	85,93,158	9,72,269	3,94,240	4·59	3,45,323	24,180	+ 24,737	88	59·45
1895 .	231·17	87,22,466	8,25,934	3,13,116	3·59	3,56,596	15,834	— 59,314	74	62·09
1896 .	231·17	89,63,620	8,27,599	3,02,071	3·37	3,48,885	13,415	— 60,229	75	63·50
1897 .	231·17	93,02,715	8,27,371	3,35,776	3·61	3,61,550	11,570	— 37,344	75	59·42
1898 .	231·17	94,90,476	10,34,088	5,00,200	5·27	3,64,852	68,058	+ 67,290	94	51·63
1899 .	231·17	94,97,485	12,72,160	6,33,355	6·67	3,65,537	1,25,640	+ 1,42,178	114	50·21
1900	231·17	99,21,432	12,53,801	6,51,957	6·57	3,78,097	1,34,915	+ 1,43,945	107	48·00
1901 .	231·17	1,01,83,243	13,72,520	7,58,124	7·44	3,91,796	75,769	+ 2,90,559	123	44·76
1902 .	231·17	1,12,96,019	14,53,329	7,09,568	6·81	4,23,528	67,704	+ 2,78,336	132	47·05
1903 .	237·04	1,15,01,911	14,03,266	7,48,689	6·51	4,53,825	53,222	+ 2,41,642	126	46·65
1904 .	237·04	1,17,14,505	14,96,120	7,97,671	6·81	4,48,328	61,426	+ 2,87,917	133	46·68
1905 .	237·04	1,17,99,857	15,47,488	8,20,992	6·96	4,50,448	65,048	+ 3,05,496	138	46·95
1906 .	237·04	1,20,09,658	16,55,250	8,36,782	6·97	4,57,588	65,252	+ 3,13,942	148	49·46
1907 .	237·04	1,24,59,395	16,97,182	9,07,863	7·29	4,18,611	73,229	+ 4,16,023	150	46·51
1908 .	237·04	1,27,50,545	16,15,542	7,80,747	6·12	4,50,365	48,511	+ 2,81,871	131	51·67
1909 .	237·04	1,43,82,316	17,17,491	7,84,749	5·46	4,11,191	44,700	+ 3,28,918	139	54·31
1910 .	237·04	1,60,60,757	18,25,185	10,15,746	6·32	4,75,558	80,364	+ 4,59,824	148	44·35
1911 .	257·57	1,72,02,079	19,40,488	10,44,604	6·07	5,07,363	74,720	+ 4,62,621	152	46·17
1912 .	296·32	1,83,58,912	22,67,846	13,67,532	7·45	5,66,069	1,21,033	+ 6,80,480	157	39·70
1st qr. of 1913 .	296·32	1,87,59,973	6,65,878	4,06,008	2·16	1,65,812	32,297	+ 2,07,809	42	39·03
1913-14 .	298·02	1,91,90,007	22,50,319	12,45,837	6·49	6,84,031	74,936	+ 4,86,870	148	44·64
1914-15 .	312·51	2,02,30,297	19,40,856	8,75,923	4·35	7,07,593	19,655	+ 1,52,675	119	54·66
1915-16 .	312·51	2,00,77,006	20,17,355	10,15,377	5·05	7,39,732	34,141	+ 2,41,504	124	49·67
1916-17 .	312·51	1,98,31,693	23,98,560	13,90,059	7·01	7,21,881	87,524	+ 5,80,704	148	42·05

25 (*c*) Powayan Light railway (2′ 6″ gauge)—

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

Date of registration of the Company.—22nd April 1887.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Shahjahanpur to Powayan	17-6-90	17·18	
Powayan to Khotar	19-5-91	13·86	
Khotar to Mailani	22-12-94	7·82	
TOTAL	...	...	38·86

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 24-lb. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is unfenced except at Shahjahanpur station.

Curves.—There are no curves with a radius of less than 300 feet.

Gradients.—The line is not graded.

Local Government orders and contracts—

Powayan Steam Tramway Company Order, 1889, published under Notification by the Government of the North-Western Provinces and Oudh (now United Provinces of Agra and Oudh), No. 1808 W.R., dated the 18th December 1889, authorising the construction of a steam tramway from Shahjahanpur railway station on the Oudh and Rohilkhand railway to Khotar.

"Further Order" of the Powayan Steam Tramway Company, 1894, published under Notification by the Government of the North-Western Provinces and Oudh (now United Provinces of Agra and Oudh), No. 148—17-W. R., dated the 23rd April 1894, authorising the construction of an extension of the Powayan Steam tramway from Khotar to Mailani railway station on the Lucknow-Bareilly railway.

Contract, dated the 1st July 1901 (called the Tramway Company's contract), *between the Secretary of State and the Powayan Steam Tramway Company*, as to handing over to the Secretary of State, or to the Working Agency appointed by him, the Tramway for maintenance, management and working.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 25}}{\text{Sub-heads (a) to (c)}}$ **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*concld.*

25 (c) Powayan Light railway (2′ 6″ gauge)—*concld.*

Local Government orders and contracts—*concld.*

Contract, dated the 6th November 1902 (supplemental to the contracts of 1882, 1890, 1892 and 1901, noted under 25 (*a*), Rohilkund and Kumaon railway), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the maintenance, management and working of the Powayan Steam Tramway.

Contract, dated the 13th July 1906, *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the provision of moneys for capital expenditure, and acquisition by the Railway Company of interest in the Powayan Steam Tramway Company.

Contract, dated the 16th January 1912 (supplemental, or to be read as an annexure, to the contract of 1901), *between the Secretary of State and the Powayan Steam Tramway Company*, as to certain alterations and modifications in the provisions of clauses 2 and 18 of the contract of 1901 in regard to its determination.

Contract, dated the 17th May 1914 (supplemental, or to be read as an annexure to the contracts of 1901, 1902 and 1912), *between the Secretary of State of the first part, the Powayan Steam Tramway Company of the second part and the Rohilkund and Kumaon Railway Company of the third part*, modifying the terms of the working agency agreement of 1st July 1901 as to half-yearly dates for making up the accounts.

Main provisions of Local Government orders and contracts—

(i) *Land.*—Provided at the cost of the Company, other than the portion of the provincial road which the Company is authorised to use.

(ii) *Government aid.*—The line, subject to interests acquired therein by the Rohilkund and Kumaon Railway Company, is the property of the Powayan Steam Tramway Company, and is managed, maintained and worked by the Rohilkund and Kumaon Railway Company on behalf of the Government.

(iii) *Terms of working.*—The working agency retains 70 per cent of the gross earnings of the tramway, until the line is fully equipped, and thereafter the same percentage as that at which the Rohilkund and Kumaon Railway Company's "open system" is worked, subject to a minimum of 60 per cent.

[NOTE.—The percentage so retained by the working agency is in full satisfaction of the cost of petty works, rolling-stock, plant and machinery costing not more than Rs. 200, subject to the limit of Rs. 20 per mile per half-year. The cost of petty works, rolling-stock, plant and machinery exceeding these limits is to be borne by the Capital Account of the Tramway Company.]

(iv) *Distribution of profits.*—After payment of working expenses as above noted and contributions to the Working Agency's Provident Fund, the balance of the gross earnings, if any, are paid over to the Tramway Company.

(v) *Rates and fares.*—To be those from time to time applicable to the Lucknow-Bareilly railway.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, police, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of the Government to determine contract.*—Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year but not earlier, on 12 months' notice given. Government may also terminate the contract at any time, on 6 months' notice, if the Company fails to observe its obligations.

Government also have the option, on giving 12 months' notice to the Tramway Company, after the Shahjahanpur-Khotar section has been open for public traffic for 15 years and the Khotar-Mailani section for 10 years, and thereafter at terms of 7 years each, to take over the tramway on paying the Tramway Company the value of the property as a dividend-earning investment at the date of giving such notice, with an additional bonus of 20 per cent over and above such value.

(viii) *Power of the Company to surrender contract*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—Up to the 31st December 1932.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	39·50	8,41,038	66,862	20,059	2·39	33	70·00
1902	39·50	8,93,456	75,675	22,521	2·52	37	70·24
1903	39·50	8,94,619	71,815	28,482	3·18	35	60·34
1904	39·50	8,94,751	78,015	30,937	3·46	38	60·34
1905	39·50	8,94,751	92,614	36,707	4·10	45	60·37
1906	39·50	8,94,751	99,566	39,491	4·41	48	60·34
1907	39·50	8,94,751	87,302	34,626	3·87	42	60·34
1908	39·50	8,94,801	81,450	32,292	3·60	40	60·35
1909	39·50	8,94,801	91,687	36,352	4·06	45	60·35
1910	39·50	8,94,801	95,236	37,799	4·22	46	60·31
1911	39·50	8,94,801	1,02,692	40,737	4·55	50	60·33
1912	39·50	8,94,801	1,01,188	40,213	4·49	49	60·26
1st qr. of 1913	39·50	8,94,801	20,797	8,262	0·92	44	60·27
1913-14	39·50	8,94,801	97,968	38,875	4·34	48	60·32
1914-15	39·50	8,94,801	82,860	33,144	3·70	40	60·00
1915-16	39·50	8,94,801	96,562	38,625	4·28	47	60·00
1916-17	38·86	8,94,801	1,00,729	39,985	4·47	49	60·30

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 26}}{\text{Sub-head (a)}}$. **UDAIPUR-CHITORGARH RAILWAY** (3′ 3⅜″ gauge)—

The line was constructed at the expense of the Mewar Durbar, and was maintained and worked by the Bombay, Baroda and Central India Railway Company up to the 31st December 1897. With effect from 1st January 1898 the maintenance and working of the line were taken over by the Durbar.

Running powers—

Home line over Foreign line :—

	Miles.
Bombay, Baroda and Central India railway, 3′ 3⅜″ gauge, Berach Signal station to Chitorgarh .	1·42

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Berach near Chitorgarh to Debari near Udaipur	1-8-95	60·39	
Separate station at Chitorgarh	15-8-98	0·47	
Debari to Udaipur	25-8-99	6·44	
TOTAL .	...	...	67·30

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is fenced round stations only.

Curves.—On the Berach-Debari section the sharpest curve is of 1,146 feet radius; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet.

Gradients.—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.

Contracts—

Nil.—The line is owned and worked by the Mewar Durbar.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	67·30	20,75,702	2,50,515	1,36,695	6·58	70	45·43
1908	67·30	20,77,554	2,38,916	1,18,044	5·68	68	50·59
1909	67·30	20,96,383	2,43,050	1,24,855	5·95	69	48·62
1910 . . .	67·30	20,97,410	2,52,090	1,33,470	6·36	72	47·05
1911	67·30	21,15,951	2,84,208	1,53,302	7·24	81	46·07
1912	67·30	21,95,945	3,05,495	1,57,311	7·16	87	48·50
1st qr. of 1913 . .	67·30	22,06,086	91,789	54,629	2·48	104	40·48
1913-14 . . .	67·30	22,34,126	3,19,133	1,65,344	7·40	91	48·18
1914-15 . . .	67·30	22,40,204	2,65,532	1,07,157	4·78	76	59·64
1915-16 . . .	67·30	22,59,354	3,24,163	1,53,016	6·77	93	52·79
1916-17 . . .	67·30	22,77,052	3,75,018	1,91,999	8·43	107	48·80

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 27}{\text{Sub-head } (a)}$. AHMADPUR-KATWA RAILWAY (2′ 6″ gauge)—

Date of registration of the Company—3rd November 1915.

Sanction to the construction of this line by the Ahmadpur-Katwa Railway Company was conveyed in Railway Board's Notification No. 314, dated the 16th November 1914. The construction of the line is in progress.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ahmadpur to Katwa (sanctioned on 16th November 1914)	...	32·19	32·19

Number $\frac{\text{Main head } 28}{\text{Sub-head } (a)}$. AMBAJI-TARANGA LIGHT RAILWAY (2′ 6″ gauge)—

Date of registration of the Company.—1st September 1905.

The construction of this line by the agency of the Ambaji-Taranga Light Railway Company was authorised by the Railway Board in their letter No. 1693-R. C., dated the 8th July 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Varetha Junction to Baroda Frontier } (sanctioned on 8th July 1911) . . .	...	1·50	
Baroda Frontier to Samaia . . }	...	18·00	
TOTAL . .	...	...	19·50

Number $\frac{\text{Main head } 29}{\text{Sub-head } (a)}$. ARAKAN LIGHT RAILWAY (2′ 6″ gauge)—

Date of registration of the Company.—16th October 1916.

The construction of the line, from Buthidaung to Maungdaw, by the Buthidaung-Maungdaw Tramway Company having fallen through, the formation of a new Branch Line Company for taking over and completing the line was authorised in Railway Board's letter No. 19 P.-16, dated the 8th March 1916. The Company formed is known as the Arakan Light Railway Company, after which the undertaking has been named.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Buthidaung to Maungdaw (sanctioned on 6th June 1911)	...	18·50	18·50

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 30.}}{\text{Sub-head (a)}}$ **ARRAH-SASARAM LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—19th October 1909.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Arrah to Sasaram	6-3-11	60·50		
Sasaram to Tarachandi Hill	12-11-14	*4·66		*For goods traffic only.
TOTAL	...	...	65·16	

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius, between Arrah and Sasaram and 150 feet, between Sasaram and Tarachandi Hill.

Gradients.—The ruling gradient is 1 in 250, between Arrah and Sasaram and 1 in 100 between Sasaram and Tarachandi Hill.

Local Government orders and agreements—

The Arrah-Sasaram Tramway Company order published under the Bengal Government, Railway Department, Notification No. 39 R., dated the 12th October 1909, authorising the construction of a line from Arrah to Sasaram in the district of Shahabad.

Agreement, dated the 15th October 1909, *between the District Board of Shahabad and Messrs. Martin and Company of Calcutta (called "the Promoters") by and on behalf of the Arrah-Sasaram Light Railway Company*, as to the grant of a concession to the Company of the right to construct and work the line.

Agreement, dated the 30th October 1912 (supplemental to the agreement of 15th October 1909), *between the District Board of Shahabad and the Arrah-Sasaram Light Railway Company*;
The Arrah-Sasaram Tarachandi Hill extension order published under the Bihar and Orissa Government, Railway Department, Notification No. 4760 R., dated the 8th September 1913;
} as to the construction, maintenance and working of the extension from Sasaram to Tarachandi Hill as a part of the Arrah-Sasaram Light railway.

Main provisions of Local Government orders and agreements—

(i) *Land.*—Provided at the cost of the Company, except one side of the district road the free use of which is authorised.

(ii) *Aid by the Local authority.*—The District Board of Shahabad recommend and apply to the Local Government to exempt the Company from the tax on account of road cess, or to exact only a nominal tax, for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of it paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 88,000 or the sum of 4 per cent on the Company's share capital whichever is less.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the capital for the time being of the Company are divisible equally between the District Board of Shahabad and the Company.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and the adoption of the General Classification of goods with separate maximum and minimum rates for goods of the different classes have been prescribed. Full control over charges of all kinds is reserved to the Local Government.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 30}}{\text{Sub-head (a)}}$. **ARRAH-SASARAM LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of Local Government orders and agreements—*concld.*

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, postal officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.— } Nil.

(*c*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Local authority to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, and at the end of every 7 years thereafter, the District Board have, by giving six months' previous notice, the right of purchasing the line by paying to the Company 25 times the yearly average net earnings of the 3 years preceding the purchase, subject to a maximum of 120 and a minimum of 100 per cent of the capital cost.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from the District Board.	Total income [column 5 + column 7].	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1911 .	60·50	20,75,772	1,33,386	44,286	2·13	15,581	59,867	2·88	45	66·79
1912 .	60·50	21,98,127	1,72,469	59,379	2·71	21,805	81,184	3·69	54	65·54
1st qr. of 1913. .	60·50	22,05,708	45,682	16,472	0·75	4,681	21,153	0·95	58	63·94
1913-14 .	60·50	22,31,435	1,94,799	71,403	3·20	17,932	89,335	4·00	61	63·37
1914-15 .	65·26	22,74,782	2,12,951	88,320	3·88	253	88,573	3·89	65	58·50
1915-16 .	65·16	22,88,079	1,96,050	79,328	3·46	13,256	92,584	4·04	58	59·01
1916-17 .	65·16	22,67,336	2,26,342	1,00,239	4·42	...	1,00,239	4·42	67	55·70

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 31}{\text{Sub-head } (a)}$. BANGALORE-CHIK BALLAPUR LIGHT RAILWAY (2′ 6″ gauge)—

This railway is being financed by an Indian Company floated for the purpose under a guarantee from the Mysore Durbar of 4 per cent per annum on the subscribed capital. Its construction was sanctioned by the Secretary of State for India in his Despatch No. 75 Railway, dated the 10th September 1909.

Running power—

Home line over foreign line—

	Miles.
Yesvantpur to Yelahanka, Madras and Southern Mahratta (3′ 3⅜″ gauge) railway, with the help of a 3rd rail	6·85

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Yelahanka to Devanhalli	15-9-14	14·51			
Devanhalli to Chik Ballapur	1-8-15	14·23			
Yelahanka to Yesvantpur	1-2-17	*6·50			*This is on mixed (3′ 3⅜″ and 2′ 6″) gauge.
TOTAL OPEN MILEAGE	...	...	35·24		
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Bangalore to Yesvantpur (sanctioned on 10th September 1909)	...	3·50	3·50		
GRAND TOTAL	...	..	...	38·74	

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 41¼ lb. flat-footed steel rails, purchased from the Madras and Southern Mahratta Railway Company, laid on steel sleepers. Teak sleepers have been used in station yards.

Ballast.—The line is for the present packed upon gravel ballast.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The steepest gradient is 1 in 100.

Agreement—

The line has been constructed and is being worked by the Mysore Durbar on behalf of the Company under the terms of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1914-15 .	14·72	7,80,104	Information not available.			...	...
1915-16 .	28·65	10,18,730	52,503	18,397	1·81	35	64·96
1916-17 .	35·24	9,33,688	71,660	16,326	1·89	39	77·21

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 32}{\text{Sub-head } (a)}$. BANKURA-DAMODAR RIVER RAILWAY (2′ 6″ gauge)—

Date of registration of the Company—30th March 1914.

Sanction to the construction of this line by the Bankura-Damoodar River Railway Company was conveyed in Railway Board's Notification, No. 103, dated the 1st May 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Bankura to Indas	15-12-16	42·69	42·69	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Indas to Rainagar (sanctioned on 1st May 1914)	...	17·31	17·31	
GRAND TOTAL .	...	...	...	60·00

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed British standard section rails laid on sâl sleepers.

Ballast.—Moorum is used on embankment and brick in cuttings.

Fencing.—The line is unfenced.

Curves.—The sharpest curve in station yards has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 150.

Contract.—The line is being constructed, and the open portion worked, under the terms of a contract, between the Secretary of State and the Bankura-Damoodar River Railway Company, which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1916-17 . .	42 69	33,93,875	22,433	2,485	0·07	10	88·92

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 33}{\text{Sub-head } (a)}$. **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—30th July 1903.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total	Grand total.
1	2	3	4	5
Main line—				
Baraset to Basirhat	1-2-05	26·00		
Basirhat to Chingrighata	2-3-09	8·50		
			34·50	
Shambazar branch—				
Beliaghata Bridge to Pattipooker	16-2-10	16·62		
Pattipooker to Belgatchia (Shambazar)	12-10-14	1·12		
			17·74	
GRAND TOTAL	...	...	...	52·24

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on pynkado, sâl and Australian jarrah wood sleepers.

Ballast.—The line is ballasted with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 400 feet.

Gradients.—The ruling gradient is 1 in 250.

Agreements and Local Government orders—

Agreement, dated the 14th December 1897 (called the principal agreement), *between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited,* as to the grant of a concession to the Tramway Company by the District Board;

Agreement, dated the 14th May 1902 (supplemental to the agreement of 1897), *between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited,* modifying clause 4 of the agreement of 1897;

The Baraset-Basirhat Tramway Company order, published under the *Bengal Government, Railway Department, Notification No. 86 R., dated the 15th May 1903*;

} as to the construction, maintenance and working of the line from Baraset to Basirhat.

Agreement, dated the 3rd August 1903, *between the District Board of the 24 Parganas, Messrs. Martin and Company and the Baraset-Basirhat Light Railway Company, Limited,* as to the adoption as between the Board and the new Railway Company of the agreement of 1897 as modified by the agreement of 1902, and as to the discharge of the Promoters from all liability thereunder or in respect thereof.

Agreement, dated the 6th November 1907 (supplemental to the agreements of 1897, 1902 and 1903), *between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited*;

The Baraset-Basirhat-Taki Extension order, published under the *Bengal Government, Railway Department, Notification No. 22 R., dated the 23rd November 1907*;

} as to the construction, maintenance and working of the extension from Basirhat to Taki and Hosanabad as a part of the Baraset-Basirhat Light railway.

Agreement, dated the 21st December 1908 (supplemental to the agreements of 1897, 1902, 1903 and 1907), *between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited*;

The Baraset-Basirhat-Pattipooker Extension order, published under the *Bengal Government, Railway Department, Notification No. 9 R., dated the 19th February 1909*;

} as to the construction, maintenance and working of an extension from Beliaghata bridge to Pattipooker, as part of the Baraset-Basirhat Light railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 33.}}{\text{Sub-head (a)}}$ **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Agreements and Local Government orders—*concld.*

Agreement, dated the 7th August 1914 (supplemental to the aforesaid agreements) *between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited*;	as to the construction, maintenance and working of an extension from Pattipooker to Belgatchia as part of the Baraset-Basirhat Light Railway.
The Baraset-Basirhat-Belgatchia extension order, published under the *Bengal Government, Railway Department Notification No. 12 R., dated the 15th August 1914.*	

Main provisions of agreements and Local Government orders—

(i) *Land.*—Land, other than portions of the Calcutta-Jessore Road and the District Road between Baraset and Taki, the free use of which in perpetuity is authorised by the Local Government and the District Board, respectively, provided at the cost of Company's capital.

(ii) *Aid by the District Board.*—The District Board recommend and apply to the Local Government either to exempt the Company from the road cess or to exact only a nominal tax for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The District Board also guarantee such an annual subsidy as may be necessary to make the net profits of the Company equal to Rs. 1,500 per mile of line open, provided that the total contribution by the Board does not exceed Rs. 38,000 per annum, being 4 per cent on the amount of the Company's share capital.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the Company's share capital are divisible equally between the District Board and the Company.

(iv) *Rates and fares.*—Certain maxima fares for passengers, and a tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails and postal officers and servants on duty.—At the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.— } Nil.

(*c*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the District Board to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at intervals of 7 years thereafter, the District Board, by giving 6 months' notice, can purchase the undertaking by paying to the Company 20 times the average net annual profits of the 4 years preceding the transaction, together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of surplus profits to, (—), the District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 .	26·06	9,07,781	1,11,201	55,682	6·13	—5,394	50,288	5·54	90	49·93
1906 .	26·06	9,52,953	1,50,731	79,536	8·35	—12,669	66,867	7·02	111	47·23
1907 .	26·06	10,06,570	1,72,574	85,830	8·53	—16,096	69 734	6·93	127	50·26
1908 .	26·06	10,52,939	1,49,043	58,588	5·56	—5,944	52,644	5·00	110	60·69
1909 .	34·50	14,20,827	1,73,715	69,303	4·88	—6,478	62,825	4·42	97	60·45
1910 .	51·12	21,80,982	2,35,676	73,310	3·36	—674	72,636	3·33	88	68·89
1911 .	51·12	22,12,771	2,78,247	1,12,198	5·07	—6,356	1,05,842	4·78	105	59·67
1912 .	51·12	22,42,897	3,38,314	1,62,421	7·24	—23,668	1,38,753	6·18	127	51·99
1st qr. of 1913.	51·12	22,46,018	90,886	38,007	1·69	—4,489	33,518	1·49	136	58·18
1913-14 .	51·12	23,08,116	3,28,574	1,36,598	5·91	—16,052	1,20,546	5·22	124	58·42
1914-15 .	52·24	23,99,927	3,48,960	1,33,617	5 56	—10,348	1,23,269	5·14	128	61·71
1915-16 .	52·24	23,80,575	3,74,450	1,52,380	6·40	—16,011	1,36,369	5·73	138	59·31
1916-17 .	52·24	23,81,739	3,57,024	1,35,415	5·69	—12,932	1,22,483	5·14	131	62·07

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 34}{\text{Sub-head } (a)}$. **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—

Chairman.—G. A. Anderson, Esq.
Secretaries.—W. A. Browne & Co.
Offices.—Winchester House, Old Broad Street, London, E.C.
Date of registration of the Company.—11th July 1895.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Kurduvadi to Barsi Town	1-3-97	21·59	21·59	
Extensions in British territory—				
Barsi Town to Kuslamb	15-6-05	6·34		
Kuslamb to Tadwale	1-5-06	20·36	26·70	
Kurduvadi to 1·78 miles from Pandharpur Town	2-12-06	30·56		
1·78 miles from Pandharpur Town to Pandharpur Town . .	16-7-15	1·78	32·34	
Tadwale to Hyderabad Frontier	1-5-11	1·00	1·00	
Extension in Nizam's territory—				
Hyderabad Frontier to Latur	1-5-11	35 87	35·87	
GRAND TOTAL .	...	...	...	117·50

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is unfenced, except at station yards and for a short distance on either side of level crossings and at a few bridges.

Curves.—The sharpest curve is of 425 feet radius.

Gradients.—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the original line (from Kurduvadi Junction to Barsi Town) one of 1 in 89 and one of 1 in 90; and two on the Tadwale Extension—one of 1 in 50 and the other of 1 in 70.

Contracts and agreements—

Contract, dated the 1st August 1895, *between the Secretary of State and the Barsi Light Railway Company,* as to the construction, maintenance and working of the line from Barsi Road Junction to Barsi Town (called "the Barsi Town railway").

Contract, dated the 26th August 1902, *between the Secretary of State and the Barsi Light Railway Company,* as to the construction, maintenance and working of "the Pandharpur extension" and "the Tadwale extension," as modified by letter *from the India Office to the London Board of the Barsi Light Railway Company,* No. P.W. 1020, dated the 22nd June 1904, extending to 1944 the term at the end of which the option of purchase of the Company's undertaking may be exercised by the Government under clause 59 of the contract.

Contract, dated the 28th May 1903 (supplemental to those of 1895 and 1902), *between the Secretary of State and the Barsi Light Railway Company,* as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Contract, dated the 4th December 1905 (supplemental to that of 1902), *between the Secretary of State and the Barsi Light Railway Company,* as to the construction, maintenance and working of the Pandharpur and Tadwale Extensions, and for the issue of Debenture Stock.

Contract, dated the 31st March 1909 (supplemental to the contracts of 1902, 1903 and 1905), *between the Secretary of State and the Barsi Light Railway Company,* as to the construction, maintenance and working, and the inclusion in "the Tadwale Extension," of the railway from Tadwale to the frontier of the Hyderabad State (called "the Hyderabad Frontier Extension"), near Latur in that State.

Agreement, dated the 21st April 1909, *between the Government of His Highness the Nizam of Hyderabad and the Barsi Light Railway Company,* as to the construction, maintenance and working of a railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.

Agreement, dated the 4th May 1909, *between His Highness the Nizam's Guaranteed State Railways Company and the Barsi Light Railway Company,* as to the former waiving, in favour of the latter, its preferential right to construct and work the railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.

Contract, dated the 7th October 1913 (supplemental to the contracts of 1902, 1903, 1905 and 1909) *between the Secretary of State and the Barsi Light Railway Company,* as to the extension of the Company's existing line from Barsi town to Pandharpur station on the north bank of the Bhima river to the town of Pandaharpur.

Contract, dated the 24th February 1914 (supplemental to the contracts of 1895, 1902, 1903, 1905, 1909 and 1913) *between the Secretary of State and the Barsi Light Railway Company,* as to the adoption of the Government Financial year for the purposes of accounts.

Contract, dated the 8th August 1916 (supplemental to the contracts of 1902, 1903, 1905, 1909, 1913 and 1914), *between the Secretary of State and the Barsi Light Railway Company,* as to the proposed construction and working of railways from Pandharpur to Lonand and Miraj.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 34}}{\text{Sub-head (a)}}$. **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of contracts and agreements—

(i) *Land.*—In the case of the original Barsi railway the Company are allowed the use of part of the road between Barsi Town and Barsi Road Junction station, any land required outside the road being acquired, at the expense of the Company. For the extensions, land in British territory has been provided by the British Government; that in the Hyderabad State by the Government of His Highness the Nizam, free of cost to the Company.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole to go to the Company.

(iv) *Rates and fares.*—Certain maxima have been fixed, within which the Company are permitted to vary their rates. On the Extensions the goods classification in force on the Great Indian Peninsula railway is to be adopted. In addition to the above, the Company shall be entitled to charge a pontage on passenger and goods traffic crossing the Bhima river subject to certain conditions.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.— } To be conveyed upon the extensions in British territory at the same rates and fares, and on the same general conditions, as may be in force on State railways. On the main line, except services for the Postal Department which are rendered at the same rates and fares and on the same general conditions as may be in force on State railways, no special provision is made for the conveyance of troops, police, high Government officials, etc. On the extension in the Nizam's territory, mails and postal officials of the Nizam's Government and the Government of India are carried free of charge. Troops, police, high Government officials, etc., of the two Governments are conveyed at special rates.

(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Government to determine contract.*—The Government may determine the contract on the 1st January 1944, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. But if the projected lines from Pandharpur to Lonand and Miraj respectively shall be duly constructed by the Company in accordance with the terms of the Contract, dated the 8th August 1916, the first date on which the Company's contracts may be terminated shall be altered from the 1st January 1944 to the 1st January 1954. If the contract is so determined, the Government to pay the Company in England in sterling a sum such as, when added to any unspent capital, shall amount to the total paid up capital expended with the authority of the Government. His Highness the Nizam's Guaranteed State Railways Company have the option of purchasing the length of the line (excluding rolling-stock, workshop machinery and stores) from the frontier of the Hyderabad State to Latur in that State, subject in all respects to the rights of the Nizam's Government under the agreement between His Highness' Government and the Barsi Light Railway Company and also under the several contracts between His Highness' Government and the Nizam's Guaranteed State Railways Company, after the expiration of 20 years from the date of its opening throughout for traffic, on giving 12 months' notice, at a price which shall be 5 per cent in excess of the actual capital expenditure. In the event of His Highness the Nizam's Guaranteed State Railways Company not exercising this right, His Highness the Nizam's Government have the right, on giving 12 months' notice, to purchase the same line at any time after the expiration of twenty years from the date of its opening, at a price which shall be 5 per cent in excess of the actual capital expenditure.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—Not specified.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 .	78·50	47,47,986	5,43,330	2,24,080	4·72	133	58·76
1908 .	78·50	48,29,287	4,31,002	1,72,063	3·36	105	60·08
1909 .	78·50	57,13,286	6,44,775	3,89,578	6·82	158	39·58
1910 .	78·50	61,33,032	6,97,520	3,89,427	6·52	174	44·18
1911 .	115·84	68,96,322	7,44,733	3,98,877	5·79	124	46·44
1912 .	115·84	70,14,477	10,31,325	5,66,671	8·08	171	45·05
1st qr. of 1913 .	115·84	70,09,214	3,09,586	1,86,976	2·67	206	39·60
1913-14 .	115·84	71,46,903	13,18,673	8,46,882	11·85	219	35·78
1914-15 .	115·84	79,83,731	11,17,797	6,28,070	7·87	186	43·81
1915-16 .	117·50	85,69,232	10,66,669	5,96,646	6·96	175	44·06
1916-17 .	117·50	85,47,194	11,24,923	6,44,262	7·54	184	42·73

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 35 / Sub-heads (*a*) and (*b*). **BENGAL PROVINCIAL RAILWAY SYSTEM** (2′ 6″ gauge)—

Lines comprised in the system—

The Bengal Provincial railway system is made up of—

	Open lines.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal Provincial railway (2′ 6″ gauge) . .	33·27	...	33·27
(*b*) Dasghara-Jamalpurgunj railway (2′ 6″ gauge) . .	...	8·30	8·30
Total . .	33·27	8·30	41·57

35 (*a*) Bengal Provincial railway (2′ 6″ gauge)—

Date of registration of the Company.—1890.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tarkessur to Rudrani	7-11-94	12·50	
Rudrani to Magra	8-3-95	18·62	
Magra to Tribeni	14-4-04	2·15	
TOTAL .	...	...	33·27

Details of construction—

Permanent-way.—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pynkado sleepers. The Tribeni extension is laid on sâl sleepers.

Ballast.—Sand and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 716·25 feet radius.

Gradients.—The ruling gradient on the main line is 1 in 1,000; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches; from the bridge under the East Indian railway to Magragunj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

Agreements and Local Government order—

Agreement, dated the 16th October 1890, *between the District Board of Hooghly and the Promoters of the Bengal Provincial Railway Company*, scheduled to the order quoted below;

The Bengal Provincial Railway Company order, published under the Bengal Government, Railway Department, Notification No. 1, dated the 4th January 1896;

} as to the construction, maintenance and working of the line from Tarkessur to Magra.

Agreement, dated the 12th March 1904, *between the Secretary of State and the Bengal Provincial Railway Company*, as to the construction, maintenance and working of the extension from Magra station to Tribeni bathing ghat on the Hooghly river.

Main provisions of agreements and Local Government order—

(i) *Land.*—
(ii) *Government aid.*— } Land required for the purposes of the main line, from Tarkessur to Magra, acquired by the Government of Bengal at the cost of the Company; and that for the extension from Magra station to Tribeni Ghât on the Hooghly river provided by Government free from rent or other charges.

(iii) *Distribution of profits.*—The profits go to the Company.

(iv) *Rates and fares.*—Certain maximum fares for passengers and maximum and minimum rates for goods traffic, combined with the General Classification of goods of the Indian Railway Conference Association, which are usual on Indian 5′ 6″ gauge railways, have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, Postal officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.—
(*c*) Government bullion and coin, and the persons in charge thereof.— } *Nil.*

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 35}}{\text{Sub-heads (a) and (b)}}$. **BENGAL PROVINCIAL RAILWAY SYSTEM** (2′ 6″ gauge)—*concld.*

35 (*a*) Bengal Provincial railway (2′ 6″ gauge)—*concld.*

Main provisions of agreements and Local Government order—*concld.*

(vi) *Power of the Local Authority to determine agreement*—In the event of the District Board of Hooghly wishing to purchase the railway at the end of 21 years after the date of the Government order sanctioning the construction of the railway, *viz.*, on the 4th January 1917, the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	33·27	10,92,156	1,10,238	34,500	3·16	64	68·70
1908	33·27	10,93,192	1,13,074	30,482	2·79	65	73·04
1909	33·27	11,06,707	1,24,182	37,915	3·43	72	69·46
1910	33·27	11,32,454	1,24,373	43,085	3·80	72	65·36
1911	33·27	11,32,071	1,26,287	42,866	3·79	73	66·05
1912	33·27	11,45,721	1,30,562	48,715	4·25	75	62·69
1st qr. of 1913 . .	33·27	11,53,264	34,171	11,585	1·00	79	66·10
1913-14	33·27	11,55,833	1,34,391	46,813	4·05	78	65·15
1914-15	33·27	11,77,092	1,42,956	47,446	4·03	82	66·81
1915-16 . . .	33·27	11,85,224	1,40,725	44,784	3·78	81	68·18
1916-17	33·27	11,89,222	1 27,795	33,168	2·79	73	74·04

35 (*b*) Dasghara-Jamalpurgunj railway (2′ 6′ gauge)—

Sanction to the construction of this line by the Bengal Provincial Railway Company was conveyed in Railway Board's Notification No. 38, dated the 17th February 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dasghara to Jamalpurgunj (sanctioned on 17th February 1915)	...	8·30	8·30

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 36}}{\text{Sub-head (a)}}$. **BUKHTIARPUR-BIHAR LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—19th July 1901.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bukhtiarpur on the East Indian railway to Bihar	1-7-03	18·50	
Bihar to Silao	17-7-09	9·50	
Silao to Rajgir	1-11-11	5·00	
TOTAL	...	...	33·00

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on pynkado and sâl sleepers, except for 5 miles, between Silao and Rajgir, which are laid with 25-lb. flat-footed rails on sâl sleepers.

Ballast.—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 260 feet.

Gradients.—The grades are easy, except at bridge approaches and up through the villages of Chero and Rajgir where the grade is 1 in 100.

Agreements and Local Government orders—

Agreement, dated the 21st August 1899, *between the District Board of Patna and Messrs. Martin and Company of Calcutta, the Promoters, on behalf of the Bukhtiarpur-Bihar Light Railway Company*;	as to the construction, maintenance and working of the Bukhtiarpur-Bihar Light railway.
The Bukhtiarpur-Bihar Tramway Company order published under the *Bengal Government, Railway Department, Notification No. 100 R., dated the 25th June 1901*;	
Agreement, dated the 16th August 1901, *between Messrs. Martin and Company of Calcutta and the Bukhtiarpur-Bihar Light Railway Company*;	
Agreement, dated the 17th February 1904, *between the District Board of Patna and the Bukhtiarpur-Bihar Light Railway Company*, as to the use of land for a siding at Bihar.	
Agreement, dated the 2nd June 1908 (supplemental to the agreements of 1899 and 1901), *between the District Board of Patna and the Bukhtiarpur-Bihar Light Railway Company*;	as to the construction, maintenance and working of the extension of the Bukhtiarpur-Bihar Light railway from Bihar to Silao.
The Bukhtiarpur-Bihar Extension order published under the *Bengal Government, Railway Department, Notification No. 11 R., dated the 15th June 1908*;	
The Bukhtiarpur-Bihar-Rajgir extension order published under the *Bengal Government, Railway Department, Notification No. 20 R., dated the 14th November 1911*;	as to the construction, maintenance and working of the extension of the Bukhtiarpur-Bihar Light railway from Silao to Rajgir.
Agreement, dated the 28th November 1911 (supplemental to the agreements of 1899, 1901 and 1908), *between the District Board of Patna and the Bukhtiarpur-Bihar Light Railway Company*;	

Main provisions of agreements and Local Government orders—

(i) *Land.*—The District Board of Patna grant to the Bukhtiarpur-Bihar Light Railway Company in perpetuity, subject to their right of purchasing the line [as in (vi) below], the free use of so much of the side portion of the District Board road between Bukhtiarpur and Rajgir as is necessary, but not exceeding a width of eight feet, for the purpose of the railway; and promote the acquisition of any additional land required outside the boundary of the said road at the cost of the Company.

(ii) *Aid by the Local Authority.*—The District Board of Patna will recommend and apply to the Local Government either to exempt the Bukhtiarpur-Bihar Light Railway Company from the tax on account of road cess or to exact only a nominal tax for a period of twenty-one years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of the Company paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 32,000 or the sum of 4 per cent on the Companys' share capital.

(iii) *Distribution of profits.*—Any surplus profits in excess of 4 per cent, after setting aside such sums as the Directors may decide, on the capital for the time being of the Railway Company, are to be equally divided between the District Board of Patna and the Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 36 / Sub-head (*a*) **BUKHTIARPUR-BIHAR LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of agreements and Local Government orders—*concld.*

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years, from the date of the Local Government order authorising the construction of the line, and at the end of every seven years thereafter, the District Board of Patna have, by giving six months' previous notice, the right of purchasing the line by paying to the Company the value calculated at twenty years' purchase of the average net annual profits of the Company during the four years preceding the transaction together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement.*—None specified.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of surplus profits to, (—), the District Board.	Total income [column 5 + or — column 7]	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1907 . . .	18·50	8,92,221	1,10,888	46,073	5·16	—4,501	41,572	4·66	115	58·45
1908 . . .	18·50	9,00,878	1,10,152	45,122	5·01	—1,915	43,207	4·80	114	59·04
1909 . . .	28·00	11,96,973	1,52,322	58,331	4·87	—5,198	53,133	4·44	128	61·70
1910 . . .	28·00	12,01,403	1,23,986	54,564	4·54	—3,421	51,143	4·25	85	55·99
1911 . . .	33·00	12,38,725	1,34,135	62,381	5·04	—4,827	57,554	4·64	78	53·38
1912 . . .	33·00	12,63,209	2,49,976	1,42,235	11·26	—20,464	1,21,771	9·64	145	43·10
1st qr. of 1913 .	33·00	12,72,539	36,364	7,099	0·56	+4,924	12,023	0·94	85	80·48
1913-14 . . .	33·00	13,11,472	1,58,559	46,537	3·54	+13,879	60,416	4·61	92	70·65
1914-15 . . .	33·00	13,59,590	1,65,932	60,280	4·43	—1,259	59,021	4·34	97	63·67
1915-16 . . .	33·00	13,59,656	2,31,282	1,09,188	8·03	—9,306	99,882	7·35	135	52·78
1916-17 . . .	33·00	13,59,598	1,56,949	62,192	4·57	—6,860	55,332	4·07	91	60·38

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this Appendix.]

Number $\frac{\text{Main head 37}}{\text{Sub-head (a)}}$. BURDWAN-KATWA RAILWAY (2′ 6″ gauge)—

Date of registration of the Company—1913.

Construction of this line by the Burdwan-Katwa Railway Company was authorised in Railway Board's telegram No. 3711 R.C., dated the 30th December 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Burdwan to Katwa	1-12-15	32·52	32·52

Details of construction.—

Permanent-way.—The permanent-way consists of 35 lbs. flat-footed rails laid on sâl sleepers.

Ballast.—The line is ballasted with sand, except in station yards and on open top bridge approaches where stone or brick ballast is being used.

Fencing.—The line is not fenced.

Curves.—The sharpest curve in station yards has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 200.

Contract—

Dated the 5th April 1917, *between the Secretary of State and the Burdwan-Katwa Railway Company, Limited,* as to the construction, maintenance and working of the line.

Main provisions of contract—

(i) *Land.*—Provided by Government free of cost to the Company.

(ii) *Government aid.*—

(iii) *Distribution of profits.*—

When the net receipts shall not be sufficient to pay interest at the rate of 3½ per cent per annum on the paid-up share capital, the Secretary of State shall pay the Company a sum which together with the net receipts will make up an amount equal to 3½ per cent. When the net receipts for any year do not exceed 5 per cent per annum on the paid up share capital the whole of such net receipts shall belong to the Company. When the net receipts in any year exceed 5 per cent on the paid-up share capital such excess shall be divided equally between the Secretary of State and the Company.

(iv) *Rates and fares.*—Rates and fares shall be such as may from time to time be sanctioned by the Secretary of State and the classification of goods shall be in conformity with that from time to time in force on State Railways of a similar gauge.

(v) *Special obligations as to the conveyance of mails, troops, police, etc.*—To be conveyed in the same manner and subject to the same regulations and conditions as are in force on State Railways of similar gauge.

(vi) *Power of Government to determine contract.*—The Secretary of State may at any time, by giving six months' notice, assume the working of the railway by State or any other agency, if the Company are guilty of any breach of contract, or gross mismanagement, or if the working expenses have exceeded the gross earnings for six consecutive half years.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 37}}{\text{Sub-head (a)}}$ **BURDWAN-KATWA RAILWAY** (2′ 6″ gauge)—*concld*

Main provisions of contract—

The Secretary of State may, by giving 12 months' previous "Notice of purchase" determine the contract either on the 31st March 1946 or on the 31st March in the last year of any subsequent period of ten years, paying to the Company a sum of money equal to 25 times the amount of the average of the yearly net earnings during the 3 years immediately preceding, but the amount so payable shall not exceed by more than 20 per cent the total capital expenditure or be less than such capital expenditure.

The Secretary of State may also by giving 12 months' previous "Notice of special purchase" determine the contract at any time in the following cases :—

(*a*) When it is considered desirable that the gauge of rhe Railway should be altered.

(*b*) When it is desired to convert the Railway into a line of through communication.

(*c*) When it is desired to extend the Railway and the Company does not, within six months from date of formal requisition, raise such additional capital.

If the Contract is determined by "Notice of special purchase" the Secretary of State shall pay the Company 25 times the average of yearly net earnings during the 3 years immediately preceding or 115 per cent of the total capital expenditure whichever may be greater.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract.*—Shall remain in force until determined under (vi) above.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1915-16 .	32·52	17,26,605	38,464	18,625	1·08	23	51·57
1916-17 .	32·52	17,81,915	1,33,399	8,570	0·48	78	93·57

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 38}}{\text{Sub-head (a)}}$. CHAMPANER-SHIVRAJPUR LIGHT RAILWAY (2′ 6″ gauge)—

Date of registration of the Company.—30th March 1911.

This line was constructed by the Shivrajpur Syndicate, Limited, of Bombay, under the Indian Tramways Act, 1886 (XI of 1886). It was transferred to the Guzerat Railways Company, Limited, with effect from the 1st April 1915 and the Indian Railways Act, 1890 (IX of 1890), applied to it from the 23rd March 1916, when the tramway order, under which the line was constructed, was revoked.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Champaner Road Junction to Shivrajpur	24-1-11	17·11		
Shivrajpur to Ghanta	2-4-15	5·94		
Ghanta to Nathpura	25-5-16	3·11		
Nathpura to Pani	15-11-16	4·47		
			30·63	
Branch—				
Shivrajpur to Shivrajpur Mines	24-1-11	1·77		
			1·77	
GRAND TOTAL	...	...	...	32·40

Details of construction—

Permanent-way.—The permanent-way consists of 29½-lb. steel rails on wooden sleepers.

Ballast.—The line is ballasted with heavy stone ballast.

Fencing.—The line is unfenced except at station yards.

Curves.—The sharpest curve is of 716 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreements—

Dated the 1st April 1915, *between the Guzerat Railway Companys, Limited, and the Shivrajpur Syndicate Limited, of Bombay,* as to the transfer of the Champaner-Shivrajpur Tramway, and its extension to Pani, to the Guzerat Railways Company, Limited, and its inclusion, as from the 1st April 1915, in the Guzerat Railways' system.

The agreement, *between the Secretary of State and the Guzerat Railways Company,* as to the terms of working, which will be much on the same lines as those for the Godhra-Lunavada Railway, is under preparation.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits to, (—), the Government of India.	Total income.	Percentage of total income on total capital outlay given in column 3.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1911	20·24	9,02,929	64,061	15,545	1·72	...	15,545	1·72	61	75·74
1912	20·24	9,26,707	87,721	31,705	3·42	...	31,705	3·42	83	63·86
1st qr. of 1913.	20·24	9,27,947	32,759	18,153	1·95	...	18,153	1·95	124	44·59
1913-14	20·24	9,38,663	86,769	25,223	2·68	...	25,223	2·68	82	70·93
1914-15	26·24	14,08,254	64,064	174	0·01	...	174	0·01	61	99·73
1915-16	24·95	15,27,336	74,279	17,242	1·12	+30,433	47,675	3·12	58	74·78
1916-17	32·40	16,37,579	95,326	27,919	1·71	+19,867	47,786	2·92	56	70·71

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 39}{\text{Sub-head } (a)}$. **CUTCH STATE RAILWAY** (2′ 6″ gauge)—

This line was sanctioned for construction at the cost of His Highness the Maharaja Rao Sahib of Cutch, under the Government of India, Public Works Department, Notification No. 329, dated the 4th September 1903, and the Railway Board Notification No. 86, dated the 1st June 1905, and is maintained and worked by the Cutch Durbar.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Tuna to Anjar	18-5-05	11·67		
Anjar to Bhuj	1-11-08	25·11		
TOTAL OPEN MILEAGE	...	...	36·78	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Anjar to Bachau (sanctioned on 20th November 1913)	...	23·75	23·75	
GRAND TOTAL	...	...	...	60·53

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on half-round teak sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 359 feet radius.

Gradients.—The ruling gradient is 1 in 200 between Tuna and Anjar and 1 in 100 between Anjar and Bhuj.

Contract—

Nil.—The line is owned and worked by the Cutch Durbar.

Statistics of working—(Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	11·67	8,17,815	43,221	24,070	2·94	71	44·31
1908	36·78	8,74,980	40,006	18,237	2·07	20	54·41
909	36·78	9,42,842	84,864	47,851	5·07	44	43·61
1910	36·78	9,42,842	93,639	55,953	5·93	49	40·24
911	36·78	9,48,711	1,01,087	58,576	6·17	53	42·05
1912	36·78	10,08,738	1,01,730	56,663	5·61	53	44·67
11s. qr. of 1913	36·78	10,51,183	23,033	12,650	1·20	52	45·07
1913 14	36·78	10,52,405	97,786	33,455	3·17	51	65·78
1914-15	36·78	10,78,861	96,976	39,054	3·62	51	59·72
1915-16	36·78	10,92,726	1,05,271	52,745	4·82	55	49·89
1916-17	36·78	11,31,409	92,983	35,526	3·14	49	61·79

APPENDIX 1—*contd.*

History of railways constructed and in progress

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 40}{\text{Sub-head } (a)}$. **DEHRI-ROHTAS LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—17th March 1909.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dehri-on-Sone to Rohtas	6-2-11	23·83	23·83

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. steel rails on sâl sleepers.
Ballast.—The whole line is ballasted.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 477 feet radius.
Gradients.—The ruling gradient is 1 in 200, uncompensated.

Agreement and Local Government order—

Agreement, dated the 13th October 1907, *between the District Board of Shahabad and Messrs. Octavius Steel and Company of Calcutta (called "the Promoters") for and on behalf of the Dehri-Rohtas Tramway Company, scheduled to the order quoted below;*

The Dehri-Rohtas Tramway Company order published under the Bengal Government, Railway Department, Notification No. 24 R., dated the 10th November 1908;

} as to the construction, maintenance and working of the line, from Dehri-on-Sone to Rohtas.

Main provisions of agreement and Local Government order—

(i) *Land.*—The line runs partly on Government land in charge of the Public Works Department and partly along the district road to Akbarpur. The District Board of Shahabad have granted to the Dehri-Rohtas Tramway Company in perpetuity, subject to their right of purchasing the line [as in (vi) below], the free use of so much of the side of the District Board road between Dehri and Rohtas as is necessary, but not exceeding a width of eight feet leaving a clear roadway of fourteen feet intact for ordinary wheeled traffic, for the purpose of the line, and have promoted the acquisition of any additional land required outside the boundary of the said road at the cost of the Company.

(ii) *Aid by the Local Authority.*—The District Board of Shahabad will recommend and apply to the Local Government to exempt the Dehri-Rohtas Tramway Company from the tax on account of road cess, or to exact only a nominal tax, for a period of twenty-one years from the date when the line is opened for traffic, with power of renewal.

(iii) *Distribution of profits.*—The profits go to the Company.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods and the East Indian railway classification of goods, have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years, from the date of the Local Government order authorising the construction of the line, and at the end of every seven years thereafter, the District Board of Shahabad have, by giving six months' previous notice, the right of purchasing the line by paying to the Company the value calculated at twenty years' purchase of the average net annual profits of the Company during the four years preceding the transaction together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911 . . .	23·83	5,32,474	24,066	—12,291	...	21	151·07
1912 . . .	23·83	5,51,080	79,436	34,810	6·31	64	56·17
1st qr. of 1913 .	23·83	5,81,830	30,602	17,380	2·82	99	43·20
1913-14 . .	23·83	6,15,474	1,49,861	93,912	15·25	120	37·33
1914-15 . .	23·83	6,26,528	1,90,728	1,30,900	20·89	152	31·35
1915-16 . .	23·83	6,27,568	2,19,432	1,48,953	23·73	176	32·11
1916-17 . .	23·83	6,88,158	2,31,709	1,58,246	22·99	187	31·70

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 41}{\text{Sub-heads } (a)\&(b)}$. DHOLPUR-BARI RAILWAY SYSTEM.

Lines comprised in the system—The Dholpur-Bari railway system is made up of—

	Miles.
(*a*) Dholpur-Bari railway (2′ 6″ gauge)	36·38
(*b*) Mohari-Barauli railway (2′ 6″ gauge)	15·25
Total ...	51·63

41 (*a*) Dholpur-Bari railway (2′ 6″ gauge).—

This railway was sanctioned for construction at the cost of His Highness the Rana of Dholpur, under Railway Board's Notification No. 267, dated the 14th December 1905, and is maintained and worked by the Dholpur Durbar.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dholpur on the Midland section of the Great Indian Peninsula railway to Bari . .	24-2-08	19·62	
Bari to Baseri	15-9-13	8·81	
Baseri to Tantpur	1-7-14	7·95	
TOTAL .	...	...	36·38

Details of construction—

Permanent-way.—Five miles are laid with 35-lb. old steel rails on Indian State railway pattern steel trough sleepers; the remainder with 30-lb. new steel rails on Indian State railway pattern steel sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is not fenced.

Curves.—The radius of the sharpest curve is 1,432 feet.

Gradients.—The ruling gradient is 1 in 200.

Contract—

Nil.—The line is owned and worked by the Dholpur Durbar.

Statistics of working—(Includes the Mohari-Barauli railway, from 1916-17).

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908 . .	19·62	7,33,502	21,352	—11,261	...	25	152·74
1909 . .	19·62	6,91,940	36,226	5,773	0·83	35	84·06
1910 . .	19·62	6,96,601	48,377	19,835	2·85	47	58·99
1911 . .	19·62	7,41,111	41,566	14,338	1·93	41	65·50
1912 . .	19·62	8,24,492	40,264	7,945	0·96	39	80·27
1st qr. of 1913	19·62	8,54,148	13,682	5,468	0·64	53	60·04
1913-14 . .	28·43	10,73,930	54,372	21,722	2·02	36	60·04
1914-15 . .	36·38	12,40,836	71,705	28,006	2·26	38	60·94
1915-16 . .	36·38	12,42,223	87,624	30,249	2·44	46	65·48
1916-17 . .	51·63	*12,41,848	1,06,000	53,767	4·33	40	49·28

* Excludes the expenditure incurred by the Imperial Delhi Committee on the Mohari-Barauli section prior to its opening.

41 (*b*) Mohari-Barauli railway (2′ 6″ gauge)—

This line was constructed by the Imperial Delhi Committee for the carriage of stone for New Delhi from Mohari to Barauli. In accordance with Foreign and Political Department Memorandum No. 172.-I.B., dated the 14th February 1917, the line was taken over by the Dholpur Durbar from the Committee on the 10th February 1917 for the carriage of passenger and goods, under the Indian Railways Act, 1890 (IX of 1890).

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mohari to Barauli	10-2-17	15·25	15·25

APPENDIX I—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 41 / Sub-heads (*a*) and (*b*). **DHOLPUR-BARI RAILWAY SYSTEM**—concld.

41 (*b*) **Mohari-Barauli Railway** (2′ 6″ gauge)—concld.

Details of construction—

Permanent-way.—The line is laid with 42-lb. second-hand flat-footed steel rails on sal sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 1,146 feet.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

Dated the 14th April 1915, *between the Dholpur Durbar and the Imperial Delhi Committee*, as to the construction and working of the line.

Main provisions of agreement—

(*i*) *Land.*—All waste land has been given free by the Durbar. In the case of cultivated land the Committee pay compensation for the use of the land and for any permanent deterioration due to the construction of the line.

(*ii*) *Government aid.*—The line is the property of the Imperial Delhi Committee and is managed, maintained and worked by the Dholpur Durbar.

(*iii*) *Terms of working.*—The Durbar undertake to carry the stone quarried for New Delhi to Dholpur at a special rate and in order to enable them to maintain a fixed rate of delivery the Committee agree to supply the Durbar with 2 engines and 40 wagons.

The Durbar have the right to work passenger and goods traffic free of charge on the line provided the transport of stone is not interfered with.

(*iv*) *Distribution of profits.*—The whole of the profits to go to the Durbar.

(*v*) *Rates and fares.*—The same as are in force over the Dholpur-Bari railway.

(*vi*) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores—
(*b*) Government bullion and coin, and the persons in charge thereof— } Nil.

(*vii*) *Power of the Imperial Delhi Committee to determine agreement.*—
(*viii*) *Power of the Dholpur Durbar to surrender agreement.*— } The agreement is to terminate when all the stone required for the Government buildings in New Delhi has been obtained. On the termination of the agreement the committee are to make their own arrangements for the disposal of the rails and rolling-stock, unless the Durbar are prepared to take them over.

(*ix*) *Term of agreement* [*if not determined under* (*vii*) *and* (*viii*)].—Nil.

Statistics of working—

Included under 41(*a*), Dholpur-Bari railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 42}}{\text{Sub-head (a)}}$ DWARA-THERRIA LIGHT RAILWAY (2′ 6″ gauge)—

Date of registration of the Company—15th March 1913.

The line is under construction by the Khassia Hills (Assam) Company of Calcutta, to whom the property and rights which were vested in the Dwara-Therria Light Railway Company, " Limited," under the Dwara-Therria Steam Tramway Order published by the Hon'ble the Chief Commissioner of Assam under Notification No. 44, dated the 14th August 1902, have been transferred by Messrs. H. V. Low and Company, of Calcutta, the previous proprietors of the above property and rights.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dwara to Maolong (sanctioned on 15th May 1902)	...	13·50	
Maolongto Therria Ghat (sanctioned on 15th May 1902, but commencement of work not authorised).	...	6·00	
TOTAL ...	...	...	19·50

The Dwara.-Maolong section was passed for goods traffic in June 1915, but an abnormal rainfall severely damaged the earthwork from mile 4 to mile 10, and delayed the opening of the line to traffic.

Number $\frac{\text{Main head 43.}}{\text{Sub-head (a)}}$ FUTWAH-ISLAMPUR LIGHT RAILWAY (2′ 6″ gauge)—

Date of registration of the Company.—September 1915.

The construction of this line by the Futwah-Islampur Light Railway Company was authorised in Railway Board's telegram No. $\frac{\text{2071-C.}}{\text{3216}}$, dated the 24th September 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Futwah to Islampur (sanctioned on 24th September 1915)	...	27·00	27·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

For Index see page preceding this appendix.]

Number Main head 44 / Sub-head (a) **GODHRA-LUNAVADA RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—30th March 1911.

The construction of this line by the Guzerat Railways Company was sanctioned by the Railway Board in their letter No. 731 R.C., dated the 13th March 1912.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Godhra to Lunavada Road	4-12-13	24·00	
Lunavada Road to Lunavada	1-9-14	1·45	
TOTAL	...	...	25·45

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed rails on steel trough sleepers, I. S. R. pattern.

Ballast.—The line is laid on coarse and hard sand ballast, covered with quartz ballast.

Fencing.—Only certain station yards have been fenced.

Curves.—The sharpest curve has a radius of 600 feet.

Gradients.—The ruling gradient is 1 in 100.

Contract—

Dated the 30th April 1914, between the Secretary of State and the Guzerat Railways Company, as to the construction, maintenance, management and working of the line by the Guzerat Railways Company.

Main provisions of contract—

(i) *Land.*—Land in British territory provided by the Government free of cost to the Company including land permanently or temporarily required for quarrying, ballast, brickfields and kindred purposes.

(ii) *Government aid.*—The Government allow to the Railway Company in respect of each year by way of rebate, a sum not exceeding the net earnings from all traffic, except the earnings derived from the carriage of stores, interchanged between the Bombay, Baroda and Central India railway and this railway, as shall, together with the net earnings of the Company in respect of this railway, make up an amount equal to interest for the year at the rate of 5 per cent per annum on the paid up share capital of the Company.

(iii) *Distribution of profits.*—When the net earnings of the Campany in any year exceed the minimum amount sufficient to give a return of 5 per cent per annum on the paid up share capital of the Company such excess is to be divided equally between the Government and the Company.

(iv) *Rates and fares.*—Such as may from time to time be agreed upon between the Government and the Company and the classification of goods to be in conformity with that from time to time in force on State railways of the same gauge.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} To be conveyed at the same rates and under the same arrangements as apply to State railways on the same gauge.

(vi) *Power of the Government to determine agreement.*—The Government may, by giving twelve months' "notice of purchase," determine the contract on the 31st March 1944 or on the 31st March in the last year of any subsequent period of ten years.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 44}}{\text{Sub-head (a)}}$. **GODHRA-LUNAVADA RAILWAY** (2' 6" gauge)—*concld.*

Main provisions of contract—*concld.*

If the contract is determined by "notice of purchase" the Government shall pay to the Company 25 times the amount of the average net earnings (excluding payments on account of rebate) derived by the Company during the three years immediately preceding the time at which the contract shall be determined, subject to a limit of 20 per cent. in excess of, but not less than, the total capital expenditure of the Company.

The Government may also, by giving twelve months' "notice of special purchase," determine the contract at any time in the following cases:—

(*a*) when it is considered desirable that the gauge of the railway should be altered;

(*b*) when it is considered desirable to convert the railway into a line of through communication; and

(*c*) when it is considered desirable to extend the railway (without altering the gauge or making the line part of a through route), and the Company is unable or unwilling to supply the necessary capital for such extension.

If the contract be determined by "notice of special purchase," the Government to pay to the Company 25 time the average net earnings (excluding payment on account of rebate) of the Company during the last preceding three years or 115 per cent. of the total capital expenditure of the Company, whichever may be the greater.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract [if not determined under* (vi)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits payable to, (—), the Government of India.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
		Rs.	Rs.	Rs.			Rs.		Rs.	
1913-14 .	24·00	11,39,708	13,289	1,860	0·16	...	1,860	0·16	32	86·00
1914-15 .	24·00	13,02,936	45,407	4,528	0·34	+38,069	42,597	3·27	34	90·03
1915-16 .	25·45	12,90,052	52,342	−3,559	...	+66,906	63,347	4·91	39	106·80
1916-17 .	25·45	12,91,980	64,344	10,280	0·77	+53,019	63,299	4·90	49	84·02

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 45}}{\text{Sub-head (a)}}$. **JESSORE-JHENIDAH RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—28th March 1911.

The sanction accorded by the Government of Bengal to the construction of this line under the Indian Railways Act, IX of 1890, was approved by the Government of India in their letter No. 275 R.P., dated the 2nd December 1910.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Main line—			
Jessore to Jhenidah	1-10-13	28·90	
Branch—			
Kaliganj to Kot Chandpur	1-10-13	7·90	
TOTAL . .	...	...	36·80

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid chiefly on sâl, and a percentage of jam sleepers.

Ballast.—Only the first 4 miles from Jessore are ballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 382 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contract and agreement—

Contract, dated the 26th May 1913, *between the Secretary of State and the Jessore-Jhenidah Railway Company*, as to the construction, maintenance and working of the line.

Agreement, dated the 26th May 1913, *between the District Board of Jessore and the Jessore-Jhenidah Railway Company*, as to the grant of certain concessions to the latter by the former under certain conditions.

Main provisions of contract and agreement—

(i) *Land.*—Land on one side of the District Board road not exceeding 8 feet in width granted free, any additional land being acquired by Government at the cost of the Company.

(ii) *Aid by the District Board.*—The District Board of Jessore guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to make up a dividend of 4 per cent per annum on the Company's paid up share capital, provided that the total sum so payable by the Board shall not in any one year exceed the sum of Rs. 32,000. The Board will recommend and apply to the Local Government for the exemption of the Company from road cess, or for the levy of only a nominal tax for a period of 21 years from the date of opening of the line for traffic.

(iii) *Distribution of profits.*—Surplus profits of the Company in excess of 4 per cent on their paid up share capital are divisible between the Company and the District Board in equal shares.

(iv) *Rates and fares.*—Rates and fares shall be such as may from time to time be arranged by the Secretary of State and the classification of goods shall be in conformity with that in force on State railways of the same gauge.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } To be conveyed in the same manner and subject to the same regulations and conditions as are in force on State railways of the same gauge.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 45}{\text{Sub-head } (a)}$. **JESSORE-JHENIDAH RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of contract and agreement—*concld.*

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' previous 'notice of purchase', determine the contract either on the 31st March 1943, or on the 31st December in the last year of any subsequent period of 10 years, paying to the Company 25 times the amount of the average yearly net earnings during the 3 years immediately preceding, provided that the amount payable to the Company shall not in any case exceed by more than 20 per cent, or be less than, the total capital expenditure of the Company.

The Government may also, by giving 'notice of special purchese', determine the contract at any time in the following cases :—

(*a*) when it is considered desirable to alter the gauge of the railway ;

(*b*) when it is considered desirable to convert the railway into a line of through communication ; and

(*c*) when it is considered desirable to extend the railway (without altering the gauge or making the line part of a through route) and the Company is unable or unwilling to provide funds for such extension.

If the contract be determined by 'notice of special purchase' the Government will pay to the Company 25 times the average yearly net earnings during the 3 years preceding the purchase, or

115 per cent of the total capital expenditure, whichever may be the greater.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of Contract* [*if not determined under* (vi)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of net profits to, (—), the District Board.	Total income [column 5 + or — column 7]	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1913-14 .	36·80	12,33,610	49,667	12,145	0·98	...	12,145	0·98	52	75·55
1914-15 .	36·80	12,49,383	77,508	—16,468	...	*	...	...	40	121·25
1915-16 .	36·80	12,80,742	94,740	—38,767	...	*	...	...	49	140·92
1916-17 .	36·80	13,49,378	1,10,698	—32,470	...	*	...	...	58	129·34

*The question of subsidy is still under dispute.

Number $\frac{\text{Main head } 46}{\text{Sub-head } (a)}$. **KALIGHAT-FALTA RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—April 1915.

The construction of this line by the Kalighat-Falta Railway Company was authorised in Railway Board's telegram No. $\frac{84\text{-P.}}{1349}$, dated the 26th April 1915. The construction of the line is in progress.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Gholeshapur (near Kalighat), to Falta(sanctioned on 26th April 1915)	...	25·33	25·33

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 47}{\text{Sub-head } (a)}$. **KOLAR DISTRICT RAILWAY** (2′ 6″ gauge)—

This line is owned jointly by the Mysore Durbar and the Kolar District Board and is being financed by the Mysore Durbar in conjunction with the District Board of Kolar.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bowringpet to Kolar	15-12-13	10·65	
Kolar to Chintamani	6-3-16	29·59	
Chintamani to Chik Ballapur	8-11-16	23·27	
TOTAL	...	...	63·51

Details of construction—

Permanent-way.—The permanent-way consists of 41¼ lb. second-hand rails for 41 miles, and 41¼-lb. new rails, from the Tata Iron and Steel Company, for the remainder. The rails are laid on steel sleepers for 37 miles, and on wooden sleepers for 27 miles. The wooden sleepers are mostly teak, a small percentage being jalare and jambe.

Ballast.—The line between Bowringpet and Kolar is ballasted with sand and between Kolar and Chintamani boxed with good gravely soil. Between Chintamani and Chik Ballapur the ballast consists of moorum, except at bridge approaches where broken stone is used.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 716 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

The line is maintained, managed and worked by the Mysore Durbar under the terms of an agreement between them and the District Board of Kolar which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1913-14	10·92	2,95,577	7,598	—253	...	43	103·33
1914-15	10·92	6,42,569	36,093	4,815	0·75	64	86·66
1915-16	40·71	14,06,864	47,918	12,305	0·87	23	74·32
1916-17	63·51	17,09,216	1,05,093	14,942	0·88	32	85·78

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 48}}{\text{Sub-head (a)}}$. **MADAYA LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—28th August 1906.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Zegyo quarter of Mandalay town to Obo	10-2-12	3·40		
Obo to Toungbyon	25-7-12	4·90		
TOTAL OPEN MILEAGE	...	...	8·30	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Toungbyon to Madaya (sanctioned on the 13th February 1906).	...	7·70	7·70	
GRAND TOTAL	...	...	...	16·00

Details of construction—

Permanent-way.—The permanent-way consists of 19-lb. and 24-lb. flat-footed steel rails laid on several varieties of local wood with some old stamped steel sleepers.

Ballast.—In most places throughout the line the ballast consists of brick rubbish.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 286 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is 1 in 1,000, except on the Zegyo-Obo section where it is 1 in 333 with a 1 in 100 banking section.

Local Government order—

Madaya Tramway order published under the Burma Government, Municipal and Local Department, Notification No. 22, dated the 13th February 1906, authorising the construction, maintenance and use of a system of tramways from Madaya in the district of Mandalay to the Obo quarter of Mandalay town.

Main provisions of Local Government order—

(i) *Land.*—Land acquired at an annual track rent of Rs. 250 per mile for the first three years, and Rs. 400 per mile thereafter, provided that no turnout or siding is liable to rent.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole of the profits belong to the Promoters.

(iv) *Rates and fares.*—The minimum rate of fares for passengers has been fixed at half anna per mile. The charges for goods and for passengers' luggage to be fixed between the Promoters and the Local Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government Officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Government to determine contract.*—After the expiration of 42 years from the date of the order and within six months after the expiration of every subsequent period of ten years, the Deputy Commissioner, Mandalay district, with the previous sanction of the Local Government, may require the Promoters to sell to him the undertaking at a fair market value of all lands, etc., used for the purposes of the line.

(vii) *Power of the Promoters to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912	8·30	Information not available.					
1st qr. of 1913	8·30						
1913-14	8·30						
1914-15	8·30						
1915-16	8·30						
1916-17	8·30						

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 49 / Sub-head (*a*) **NADIAD-KAPADVANJ RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—30th March 1911.

The construction of this line by the Guzerat Railways Company was sanctioned by the Railway Board in their letter No. 546-R.C., dated the 28th February 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
A point near Nadiad station to Kapadvanj	5-3-13	28·01	28·01

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed rails laid on steel trough sleepers, Indian State Railway pattern.

Ballast.—The line is ballasted throughout with heavy laterite.

Fencing.—The line is unfenced, except in station yards.

Curves.—The sharpest curve is of 716 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 30th April 1914, between the Secretary of State and the Guzerat Railways Company, as to the construction, maintenance, management and working of the line by the Guzerat Railways Company.

Main provisions of agreement—

As noted under 44 (*a*), Godhra-Lunavada railway (2′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits to, (−), the Government of India.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1st qr. of 1913	27·86	9,25,052	6,571	1,810	0·20	...	1,810	0·20	61	72·45
1913-14 ,	27·86	12,50,471	1,02,727	41,218	3·30	...	41,218	3·30	70	59·87
1914-15 ,	27·86	13,42,442	1,19,495	39,421	2·93	+4,467	43,888	3·27	82	67·01
1915-16 .	27·86	14,68,525	1,33,696	56,086	3·82	+16,026	72,112	4·91	92	58·05
1916-17 .	28·01	15,11,305	1,44,523	69,816	4·63	+4,229	74,045	4·90	99	51·69

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 50}}{\text{Sub-head (a)}}$. **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—28th November 1905.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Shahdara to Shamli Shamli to Saharanpur	7-5-07 15-10-07	92·50	
TOTAL	...	...	92·50

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid on sâl sleepers.

Ballast.—The line is ballasted with stone and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 1,000, with some short lengths of 1 in 333.

Local Government order and agreement—

The Shahdara-Saharanpur Tramway Company order, published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 339-187-R., dated the 18th April 1904;

Agreement, dated the 11th October 1905, *between the Government of the United Provinces of Agra and Oudh and Messrs. Martin & Co. of Calcutta, (called "the Promoters") for and on behalf of the Shahdara (Delhi)-Saharanpur Light Railway Company*, published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 1363-R.-187, dated the 22nd November 1905;

} as to the construction, maintenance and working of the line from Shahdara to Saharanpur

Main provisions of Local Government order and agreement—

(i) *Land.*—
(ii) *Government aid.*— } The Local Government provide free of charge for the purposes of the railway sufficient land for a single 5′ 6″ gauge line, together with land for all conveniences and works approved under clause 8 of the agreement. In addition to this the Company are authorised to use for the purpose of the railway, but not for the purpose of any building or erection connected therewith, portions not exceeding six feet in width of the local roads passing between Shahdara and Saharanpur.

(iii) *Distribution of profits.*—Surplus profits in any year in excess of 4 per cent upon the paid up capital of the Company shall be divided equally between the Government and the Company; payments on account but subject to adjustment being made at close of first half-year.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and maximum and minimum rates for goods in conjunction with the General classification of Goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government Officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 50}}{\text{Sub-head (a)}}$. **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY** (2' 6" gauge)—*concld.*

Main provisions of Local Government order and agreement—*concld.*

(vi) *Power of the Government to determine agreement.*—Upon the expiration of 21 years after the date of opening, or 23 years from the date of the Local Government order sanctioning the construction of the line, whichever is earlier, or at the end of successive periods of seven years thereafter, the Local Government have, by giving 12 months' previous notice, the right of terminating the agreement by paying to the Company the value calculated at 25 years' purchase of the average annual profits of the Company for the preceding three years, subject to a minimum of the capital expended and a maximum of 25 per cent in excess of that sum. In the event of its being determined to construct a railway on a different gauge in place of the tramway, and if the Government and the Company fail to agree that the alteration shall be made by the Company, then and in such case, the Government have the right to acquire the tramway at any time on giving 12 months' notice in writing and paying to the Company a sum 25 per cent in excess of its capital expenditure.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement [if not determined under* (vi)*].*—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	93·02	33,02,226	1,01,146	29,783	0·90	45	70·55
1908 . . .	92·63	41,35,292	3,35,533	1,41,823	3·43	70	57·73
1909 . . .	92·63	41,56,390	4,05,856	1,96,014	4·71	84	51·70
1910 . . .	92·50	41,67,317	5,04,282	2,78,330	6·67	105	44·80
1911 . . .	92·50	42,16,557	5,32,232	3,10,746	7·37	110	41·61
1912 . . .	92·50	42,51,039	6,10,763	3,54,779	8·34	126	41·87
1st qr. of 1913 .	92·50	42,69,311	1,93,252	1,26,997	2·97	100	34·28
1913-14 . .	92·50	43,42,552	6,17,500	3,48,514	8·02	128	43·53
1914-15 . .	92·50	43,89,762	6,48,190	3,57,708	8·14	134	44·76
1915-16 . .	92·50	44,16,947	5,49,809	2,80,278	6·34	114	49·03
1916-17 . .	92·50	44,11,392	6,68,824	3,92,996	8·90	139	41·23

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5\,1}{\text{Sub-head } (a)}$. **TEZPORE-BALIPARA LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—2nd October 1893.

This line was authorised for construction under the Indian Tramways Act, 1886, by the Hon'ble the Chief Commissioner of Assam on the 1st June 1895. On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

A tramway, 2 miles long, was constructed at the expense of the Borjuli Tea Company connecting the Borjuli Tea Factory with Rangapara station on the Tezpore-Balipara Light railway. It was worked by the Tezpore-Balipara Light railway but from February 1908 has been closed to public traffic.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tezpore Ghat to Bindukuri	9-8-94	8·10	
Bindukuri to Balipara	1-9-95	12·00	
TOTAL	...	...	20·10

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on Nahor or Gonserai sleepers.

Ballast.—The line is unballasted.

Fencing.—The line is fenced only at stations.

Curves.—In the first mile there are two curves with radii of 500 feet.

Gradients.—The ruling gradient between Tezpore and Rangapara, 16 miles, is 1 in 125 and between Rangapara and Balipara, 4 miles, 1 in 100.

Local Government order—

Tezpore-Balipara Steam Tramway Company order, published under the Notification by the Hon'ble the Chief Commissioner of Assam, No. 33, dated the 1st June 1895, as to the construction, maintenance and working of the line.

Main provisions of Local Government order—

(i) *Land.*—Provided at the cost of the Company, other than that which is not held under decennial *puttas* or where the holders have not acquired land-holder's rights, provided free of cost. Free use of one side of a provincial or local road is authorised for the purpose of laying the line only.

(ii) *Government aid.**—Supply, free of royalty, of timber for sleepers from Government forests for the first construction of the line only, and a payment by the Tezpore Local Board, of a subsidy of Rs. 5,000 per annum up to the end of March 1914.

* Letter from the Hon'ble the Chief Commissioner of Assam, No. 3720, dated the 10th November 1893.
Government of India, Public Works Department, letter No. 139 R.C, dated the 2nd February 1894.
Railway Board's letter No. 342 R.T., dated the 22nd February 1909.

(iii) *Distribution of profits.*—The whole of the profits belong to the Company.

(iv) *Rates and fares.*—Certain rates for carriage of passengers and goods have been fixed, but the full control over charges of all kinds is reserved by the Chief Commissioner.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, Postal Officers and servants on duty.—Conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government Officials and Government stores.—
(*c*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Government to determine contract.*—After the line has been opened for 15 years and thereafter at terms of 7 years each, the Government, by giving 12 months' previous notice, have the right to terminate the contract and take over the line by paying to the Company the value of the property as a dividend-earning investment together with a bonus of 20 per cent over and above such value.

It has since been decided not to give notice of purchase to the Company on the 1st September 1909 and to defer purchase.
[Telegram from the Government of Eastern Bengal and Assam, No. 804-R, dated the 22nd July 1909.]

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract [if not determined under* (vi)*].*—None specified.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1907	20·10	4,87,240	1,11,569	28,951	5·94	5,000	33,951	6·97	107	74·05
1908	20·10	4,87,240	88,990	20,972	4·30	5,000	25,972	5·33	86	76·43
1909	20·10	4,87,240	85,964	23,618	4·84	5,000	28,618	5·87	84	72·52
1910	20·10	4,87,240	94,015	25,945	5·32	5,000	30,945	6·35	90	72·40
1911	20·10	4,87,240	1,14,875	31,892	6·54	5,000	36,892	7·57	110	72·23
1912	20·10	4,87,240	1,20,635	34,709	7·12	5,000	39,709	8·14	116	71·23
1st qr. of 1913.	20·10	4,87,240	27,379	4,035	0·83	...	4,035	0·83	129	85·26
1913-14.	20·10	4,87,240	1,34,638	40,489	8·31	5,000	45,489	9·33	105	69·93
1914-15.	20·10	4,87,240	1,35,559	36,620	7·51	...	36,620	7·51	136	72·98
1915-16.	20·10	4,87,240	1,41,801	44,461	9·12	...	44,461	9·12	139	68·64
1916-17.	20·10	4,87,240	1,47,201	46,561	9·55	...	46,561	9·55	141	68·37

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 52}}{\text{Sub-heads (a) \& (b)}}$. **DARJEELING-HIMALAYAN RAILWAY SYSTEM** (2′ 0″ gauge)—

Lines comprised in the system—The Darjeeling Himalayan railway system is made up of—

	Miles.
(*a*) Darjeeling Himalayan railway (2′ 0″ gauge)	51·00
(*b*) Darjeeling Himalayan railway extensions (2′ 0″ gauge)	95·44
Total ...	146·44

52 (*a*) Darjeeling Himalayan Railway (2′ 0″ gauge)—

Date of registration of the company.—1879.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Siliguri to Kurseong	23-8-80	31·75	
Kurseong to Sonada	1-2-81	9·50	
Sonada to Ghum	4-4-81	5·87	
Ghum to Darjeeling	4-7-81	3·63	
Darjeeling to Darjeeling Bazar	16-6-85	0·25	
TOTAL	...	...	51·00

Details of construction—

Permanent-way.—The line is laid throughout with 41¼-lb. flat-footed steel rails on wooden sleepers. These are being renewed with a special section steel rail, 41¼ lbs. to the yard, as required.

Ballast.—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri, where sand has been used. On the hill section, where necessary, broken stone ballast has been put in.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 60 feet.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 25; from Sukna to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23, uncompensated, with short lengths of 1 in 20.

Contract and agreement—

Contract, dated the 8th April 1879, *between the Secretary of State and the late Mr. Franklin Prestage*, as to the construction, maintenance, management and working of the railway.

Agreement, dated the 24th January 1913, *between the Secretary of State and the Darjeeling-Himalayan Railway Company*, providing for the exclusion from the Company's capital of the preference shares raised for buying up the shares of the Darjeeling-Himalayan Railway Extensions Company for the purposes of clause 16 of the contract of 8th April 1879.

Main provisions of contract and agreement—

(i) *Land.*—Government land, and the right to use the existing cart road, to be granted to the Company free of cost. Other land necessary, if any, to be acquired by the Government and transferred to the Company at cost price.

(ii) *Government aid.*—The Government undertake to pay to the Company any sum required to make up its gross receipts to two lakhs of rupees annually.

(iii) *Distribution of profits.*—After the first five years half the net profits of any year in excess of 5 per cent on the paid up capital to be applied in repayment to the Government of the amount expended on the maintenance of the cart road during the same year, or in making good a deficiency in gross receipts.

(iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary rates and fares.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government Officials and Government stores.—Mails and Post office servants to be carried by the Company in consideration of a payment by the Government of Rs. 10,260 yearly. [No special provision exists as to troops, police, high Government Officials and Government stores.]

(*b*) Government bullion and coin, and the persons in charge thereof.—None specified.

(vi) *Power of the Government to determine contract.*—
(vii) *Power of the Company to surrender contract.*— } If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land acquired from the Government, receiving any sum due to it for permanent improvements to the road or works connected with it.

After the railway has been opened for 25 years (reckoning from the 4th May 1884), and thereafter at intervals of 10 years, the Government have the power, by giving 12 months' previous notice to terminate the contract and take over the line on payment to the Company of its value as a dividend-earning investment, with an additional bonus of 20 per cent over and above such value.

NOTE.—Government relinquished the right to terminate the contract at the end of the 25th year, and decided to allow the terms and conditions of the contract of the 8th April 1879 to continue for a further period of 10 years, *viz.*, to May 1919, *vide* Railway Board's letter No. 1412 R. T., dated the 1st August 1908, to the Secretary to the Government of Bengal, Railway Department.

(viii) *Term of contract.*—None specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 52}{\text{Sub-heads } (a) \text{ \& } (b)}$. **DARJEELING-HIMALAYAN RAILWAY SYSTEM** (2′ 0″ gauge)—*contd.*

52 (*a*) Darjeeling Himalayan railway (2′ 0″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits.	Total income (column 5—column 7).	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportio of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1907 .	51·00	37,53,304	9,49,717	4,29,129	11·43	83,471	3,45,658	9·21	358	54·81
1908 .	51·00	37,47,327	9,44,452	4,21,454	11·24	66,162	3,55,292	9·48	356	55·38
1909 .	51·00	37,72,667	9,89,125	4,39,895	11·66	88,395	3,51,500	9·31	376	55·52
1910 .	51·00	37,94,440	10,03,569	4,41,931	11·65	90,653	3,51,278	9·26	378	55·96
1911 .	51·00	38,51,682	10,29,802	4,44,236	11·53	91,435	3,52,801	9·16	388	56·86
1912 .	51·00	39,25,147	11,38,900	5,11,268	13·02	98,475	4,12,793	10·52	429	55·11
1st qr. of 1913.	51·00	39,55,640	2,43,409	87,282	2·21	14,849	72,433	1·83	367	64·15
1913-14	51·00	40,76,057	11,98,789	5,01,315	12·30	1,08,006	3,93,309	9·65	452	58·18
1914-15	51·00	43,01,734	11,35,682	4,69,576	10·91	97,675	3,71,901	8·64	428	58·65
1915-16	51·00	43,62,976	11,89,696	4,99,218	11·44	1,06,612	3,92,606	9·00	449	58·04
1916-17	51·00	44,72,697	13,01,592	4,43,914	9·92	92,565	3,51,349	7·85	491	65·52

52 (*b*) Darjeeling Himalayan railway extensions (2′ 0″ gauge).

Date of registration of the Company.—20th January 1913.

The construction of this line by the Darjeeling-Himalayan Railway Company for the Darjeeling Himalayan Railway Extensions Company was authorised by the Railway Board in their telegram No. 251-R.C., dated the 6th February 1913.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Kissengunge extension—				
Panchanai to Matigara	16-3-14	2·10		
Matigara to Naksalbari	1-2-15	12·15		
Naksalbari to Taiabpur	1-5-15	24·25	...	
Taiabpur to Islampur-Aluabari	1-11-14	8·60		
Islampur-Aluabari to Kissengunge	15-6-14	19·25		
			66·35	
Teesta Valley extension—				
Siliguri to Sivoke	16-3-14	12·75		
Sevoke to Riyang	1-5-15	11·75		
Riyang to Kalimpong Road	21-9-15	4·59		
			29·09	
	TOTAL ...	...	...	95·44

Details of construction—

Permanent-way.—The permanent-way consists of 40-lb. British standard section steel rails with a small length of older types of 40-lb. rails, laid on sâl sleepers.

Ballast.—The line is ballasted with sand; but broken stone is being laid.

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the Kissengunj extension is of 100 feet radius and that on the Teesta Valley extension, of 80 feet radius.

Gradients.—The steepest gradient is 1 in 100 on the Kissengunge extension and that on the Teesta Valley Extension, 1 in 50.

Contract—

Dated the 25th April 1914, *between the Secretary of State and the Darjeeling Himalayan Railway Extensions Company*, as to the construction, maintenance and working of the Darjeeling Himalayan Railway Extensions by the Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 52}}{\text{Sub-heads } (a)\&(b)}$. **DARJEELING-HIMALAYAN RAILWAY SYSTEM.** (2'0" gauge)—*contd.*

52 (*b*) Darjeeling Himalayan railway extensions (2' 0" gauge)—*concld.*

Main provisions of contract—

(i) *Land.*—Land in British territory provided free of cost to the Company. The Company is also permitted to make such use of any roads for the purposes of the extensions as the Governments of Bengal and Bihar and Orissa may authorise.

(ii) *Government aid.*—The Government allow to the Company, in respect of each year, by way of rebate, such a sum not exceeding in any year the net earnings of the Eastern Bengal railway, exclusive of earnings derived from the carriage of revenue stores, from traffic originating or terminating on the extensions, as shall, together with the net earnings of the Company or with half the gross earnings after deducting from such half the sum of Rs. 15,000 payable on account of expenses of management, whichever is more, make up an amount equal to interest for the year at a rate of 5 per cent per annum on the actual expenditure charged in the capital account.

(iii) *Terms of working.*—The extensions are worked by the Darjeeling Himalayan Railway company at 50 per cent of their gross earnings.

(iv) *Distribution of profits.*—When the net earnings of the Company shall exceed the minimum amount sufficient to pay a dividend of 5 per cent per annum such excess shall be divided equally between the Secretary of State and the Company.

(v) *Rates and fares.*—The rates and fares for the carriage of goods and passengers shall be such as may from time to time be arranged between the Secretary of State and the Company and the classification of goods thereon shall be in conformity with that from time to time in force on State railways of a similar gauge; provided that the maxima rates and fares for the Kissengunge extension will be double, and the minima rates and fares the same as those permissible on the Eastern Bengal railway; and that the maxima rates and fares for the Teesta Valley extension will be those stated in schedule A attached to the contract, and the minima rates and fares the same as those fixed for the Western Extension of the Bengal Dooars railway.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin and the persons in charge thereof.—
} The Company shall carry out all such services as are usually performed by state railways of a similar gauge in the same manner and subject to the same regulations and conditions as to rates and otherwise as are for the time being in force on such railways.

(vii) *Power of the Government to determine. contract.*—The Government may, by giving "notice of purchase," determine the contract, either on the 31st March 1946 or on the 31st March in the last year of any subsequent period of 10 years, by paying to the Company 25 times the amount of the average of the yearly net earnings (excluding payments on account of rebate) of the Company during the 3 years immediately preceding, but so that the total amount so payable to the Company shall not in any case exceed by more than 20 per cent, or be less than, the total capital expenditure of the Company.

The Government may, by giving "notice of special purchase," determine the contract at any time in the following cases:—

(*a*) when it is considered desirable to alter the gauge of the railway;

(*b*) when it is considered desirable to convert the railway into a line of through communication; and

(*c*) when it is considered desirable to extend the railway (without altering the gauge or making the line part of a through route) and the Company is unable or unwilling to provide funds for such extension.

If the contract be determined by "notice of special purchase" the Government will pay to the Company 25 times the average yearly net earnings during the 3 years preceding the purchase, or 115 per cent of the total capital expenditure, whichever may be the greater.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (*vi*)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits payable to, (—), the Secy. of State.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs	
1913-14 .	14·28	22,92,311	Information		not available.	...	...	...	...	...
1914-15 .	53·62	39,87,838				...	...	...	...	...
1915-16 .	95·44	45,66,982	1,61,788	80,894	1·77	+40,780	1,21,674	2·61	65	50·00
1916-17 .	95·44	51,10,296	3,32,929	1,66,464	3·26	+1,04,050	2,70,514	5·29	67	50·00

N.B.—The revenue figures against 1915-16 are for the half-year ending 31st March 1916, as those for the previous half-year were credited to capital.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number—$\frac{\text{Main head 53}}{\text{Sub-head (a)}}$. **GWALIOR LIGHT RAILWAY** (2′ 0″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total
1	2	3	4	5
Gwalior-Sipri section—				
Gwalior to Sipri	2-12-99	73·81	73·81	
Gwalior-Bhind section—				
Gwalior to Bhind	2-12-99	52·33	52·33	
Gwalior-Sheopur-Kalan section—				
Gwalior to Jora Alapur	1-1-04	31·34		
Jora Alapur to Sabalgarh	1-12-04	26·05		
Sabalgarh to Birpur	1-11-08	19·55		
Birpur to Sheopur Kalan	15-6-09	46·88		
			123·82	
GRAND TOTAL	...	...	...	249·96

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails, laid on sâl and steel trough sleepers.

Ballast.—The line is fully ballasted throughout with broken stone, sand and moorum.

Fencing.—The line is not fenced.

Curves.—The sharpest curve in station yards has a radius of 147 feet. The sharpest curve out of stations has a radius of 287 feet.

Gradients.—The ruling gradient is 1 in 40 on the Gwalior-Sipri section, 1 in 80 on the Gwalior-Sheopur Kalan section and 1 in 150 on the Gwalior-Bhind section.

Agreement—
Main provisions of agreement— } Nil. The Gwalior Light railway is the property of the Gwalior Durbar by whom it was constructed and is maintained, stocked and worked. The working of the trains and traffic of the line was under the control of the Great Indian Peninsula Railway Company up to the 30th June 1913.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earning on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	126·14	22,79,267	4,094	—4,113	...	6	258·32
1900	126·14	27,10,557	84,617	—137	...	13	100·16
1901	126·14	31,00,762	82,227	—520	...	13	100·63
1902	126·14	39,77,104	1,09,577	9,346	0·23	17	91·47
1903	126·14	41,76,953	1,66,002	68,226	1·63	25	58·90
1904	183·53	46,62,993	1,83,284	52,501	1·13	22	71·36
1905	183·53	54,72,847	1,89,735	52,745	0·96	20	72·20
1906	183·53	57,87,428	2,58,222	1,12,211	1·94	27	56·54
1907	183·53	63,00,513	3,08,791	1,15,709	1·84	32	62·52
1908	203·08	66,13,092	2,61,725	99,262	1·50	25	62·07
1909	249·96	68,19,209	2,52,537	85,063	1·25	20	66·32
1910	249·96	68,57,494	3,69,295	1,74,444	2·54	28	52·76
1911	249·96	67,47,029	4,05,871	1,71,420	2·54	31	57·76
1912	249·96	67,67,204	5,13,976	2,27,870	3·37	40	55·67
1st qr. of 1913	249·96	67,71,609	1,42,494	1,00,594	1·49	44	29·40
1913-14	249·96	69,14,991	5,14,113	2,20,130	3·18	39	57·18
1914-15	249·96	72,26,667	5,31,293	2,16,515	3·00	41	59·25
1915-16	249·96	74,68,981	5,85,642	2,55,475	3·42	45	56·38
1916-17	249·96	75,65,823	5,62,685	2,80,991	2·72	43	50·06

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 54}{\text{Sub-head } (a)}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—

Date of registration of the Company.—2nd May 1895.

Running powers—

Foreign line over home line—

Howrah-Sheakhala Light railway, Telkul Ghât to Kadamtala (for passenger and goods trains), 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Main line—			
Telkul Ghât (Howrah) to Dumjur	1-7-97	9·20	
Dumjur to Bargachia	2-10-97	5·87	
Bargachia to Maju	4-5-98	5·50	
Maju to Amta	1-6-98	6·62	
			27·19
Champadanga branch—			
Bargachia to Jagatbalabpur	2-10-97	1·50	
Jagatbalabpur to Antpur	1-6-04	8·50	
Antpur to Champadanga	24-8-08	6·68	
			16·68
TOTAL	...	...	43·87

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pynkado on the sections from Maju to Amta. The line from Bargachia to Champadanga and Bargachia to Maju is laid with steel rails 30 lbs. to the yard. The remainder of the line is relaid with steel rails 35 lbs. to the yard.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 144 feet.

Gradients.—The line is practically level throughout.

Agreements and Local Government orders—

Agreement, dated the 12th June 1889, *between the District Board of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company*, as to the grant of a concession to the Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Board.

Agreement, dated the 27th September 1889, *between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company*, as to the grant of a concession to the Tramways Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Commissioners.

Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 111, dated the 26th March 1895, authorising the construction of a tramway from Howrah to Amta.

Agreement, dated the 3rd May 1897, *between the District Board of Howrah and the Bengal District Road Tramways Company* (*Howrah-Amta*), in amendment of the agreement of 12th June 1889.

Agreement, dated the 16th August 1901 (supplemental to the agreements of 1889 and 1897), *between the District Board of Howrah and the Howrah-Amta Light Railway Company*, as to the construction and working of an extension from Jagatbalabpur to Champadanga.

Howrah-Amta Extension order published under the Bengal Government, Railway Department, Notification No. 75-R., dated the 7th April 1902, authorising the construction of the extension from Jagatbalabpur to Champadanga.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number — $\frac{\text{Main head 54}}{\text{Sub-head (a)}}$ · **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—*concld.*

Main provisions of agreements and Local Government orders—

(i) *Land.*—Provided at the cost of Company, other than one side of portions of the road between Howrah and Amta the free use of which is authorised for the purpose of laying the line only.

(ii) *Aid by the Local Authorities.*—The District Board of Howrah either exempt the Company from the tax on account of road cess, or exact only a nominal tax for a period of 21 years, with power of renewal. The Municipal Commissioners of Howrah allow the Company free use of so much of the municipal roads as is necessary for the purpose of laying the line, for a period of 20 years from the 27th March 1895; and thereafter levy a track rent of Rs. 2,000 per mile per annum.

The District Board also pay to the Company, by way of interest on the capital expended, such sum of money as may be required to make the net profits of the Company equivalent to a dividend at the rate of 4 per cent per annum, provided that the Board is not involved on this account in a greater liability than Rs. 1,100 per annum per mile constructed and opened with a maximum of Rs. 28,000 per annum.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent, after setting aside such sums as the Directors may decide, upon the capital for the time being of the Company are divisible in equal proportions between the District Board of Howrah and the Company.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at the end of every 7 years thereafter, the District Board of Howrah, in conjunction with the District Board of Hooghly and the Municipality of Howrah, have by giving 6 months' notice, the right of purchasing the line by paying to the Company its value as a dividend-earning investment, together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of net profits to, (—), the District Board.	Total income, [column 5, + or —, column 7].	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1907 .	37·19	18,83,829	3,70,554	2,03,338	10·79	—40,536	1,62,802	8·64	192	45·13
1908 .	43·87	21,57,189	3,98,131	1,96,412	9·10	—38,678	1,57,734	7·31	193	50·67
1909 .	43·87	21,80,794	4,37,024	2,10,668	9·66	—40,935	1,69,733	7·78	191	51·79
1910 .	43·87	22,24,279	4,83,490	2,15,230	9·67	—45,732	1,69,498	7·62	212	55·48
1911	43·87	23,03,904	4,99,121	2,52,728	10·97	—53,751	1,98,977	8·63	219	49·36
1912	43·87	22,94,838	5,59,302	3,05,869	13·33	—66,159	2,39,710	10·44	245	45·32
1st qr. of 1913.	43·87	23,23,366	1,52,598	76,465	3·29	—16,060	60,405	2·60	267	49·89
1913-14 .	43·87	25,61,026	5,94,343	2,68,927	10·50	—47,009	2,21,918	8·66	261	54·75
1914-15	43·87	26,70,739	6,13,106	2,38,783	8·94	—51,593	1,87,190	7·01	269	61·05
1915-16 .	43·87	26,87,496	6,17,537	2,60,185	9·68	—60,144	2,00,041	7·44	271	57·87
1916-17 .	43·87	26,43,718	606,612	2,68,431	10·15	—63,055	2,05,376	7·76	266	55·74

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 55}}{\text{Sub-head (a)}}$. **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—

Date of registration of the Company.—19th June 1895.

Running powers—

Home line over foreign line :—

Telkul Ghat to Kadamtala, Howrah-Amta Light railway, for passenger and goods trains, 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Main line—			
Kadamtala to Chanditala	2-8-97	8·88	
Chanditala to Kistrampur	10-9-97	3·75	
Kistrampur to Sheakhala	7-11-97	4·75	
			17·38
Janai branch—			
Chanditala to Janai.	5-5-98	2·37	2·37
TOTAL	...	...	19·75

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, laid on cross sleepers of pynkado, except on 5·50 miles, between Kadamtala and Baluhati, which have been relaid with 30-lb. steel rails and sal sleepers.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 144 feet radius at Howrah town.

Gradients.—The line is practically level throughout.

Agreements and Local Government order—

Agreement, dated the 12th June 1889, *between the District Board of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
Agreement, dated the 16th July 1889, *between the District Board of Hooghly and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
Agreement, dated the 27th September 1889, *between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
} as to the grant of a concession of the right to construct, maintain and work the line from Howrah to Sheakhala.

The Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 112, dated the 26th March 1895, authorising the construction of the line from Howrah to Sheakhala.

Agreement, dated the 10th January 1898, *between the District Board of Hooghly and the Bengal District Road Tramways Company (Howrah-Sheakhala)*, providing for an increase in the amount of subsidy guaranteed to be paid by the District Board.

Main provisions of agreements and Local Government order—

(i) *Land.*—Provided at the cost of the Company, other than one side of portions of the road between Howrah and Sheakhala, the free use of which is authorised for the purpose of laying the line.

(ii) *Aid by the local authorities.*—The District Board of Howrah, for 21 years, with power of renewal, exempt the company from the tax on account of road cess, or exact only a nominal tax; and the District Board of Hooghly guarantee to make up the net profit of the Company equivalent to a dividend of 4 per cent per annum on the capital actually paid up and expended, subject to a maximum of Rs. 950 per annum per mile of line constructed and open. The Municipal Commissioners of Howrah allow to the Company free use of so much of the Municipal roads as is necessary for the purpose of laying the line, for a period of 20 years from the 27th March 1895 ; and thereafter levy a track rent of Rs. 2,000 per mile per annum.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent, after setting aside such sums as the Directors may decide, upon the capital for the time being of the Company are divisible between the District Board of Hooghly and the Company in proportion of $\frac{1}{3}$rd to the former and $\frac{2}{3}$rds to the latter.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 55}{\text{Sub-head } (a)}$. **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—*concld.*

Main provisions of agreements and Local Government order—*concld.*

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

} Not specified.

(vi) *Power of the Local authority to determine agreement.*—The District Board of Howrah or that of Hooghly, each in conjunction with the other and with the Municipal Commissioners of Howrah, have the right of determining the agreement and purchasing the line after 21 years from the date of the Local Government order authorising its construction. If purchased by the District Board of Howrah the price will be equal to the value of the whole line, *plus* a bonus of 20 per cent thereon; if purchased by the District Board of Hooghly the price will be the value of the whole line, *plus* a bonus of 15 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of net profits to, (—), the District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1907 . . .	19·75	6,24,966	95,232	39,226	6·28	—2,728	36,498	84	84	58·81
1908 . . .	19·75	6,33,299	1,01,052	34,303	5·42	—2,987	31,316	4·94	89	66·05
1909 . . .	19·75	6,50,458	1,07,476	38,522	5·92	—3,595	34,927	5·37	104	64·16
1910 . . .	19·75	6,56,173	1,19,792	63,350	9·65	—5,032	58,318	8·88	116	47·11
1911 . . .	19·75	6,56,138	1,26,090	62,171	9·48	—4,666	57,505	8·76	123	50·68
1912 . . .	19·75	6,61,685	1,41,087	74,861	11·31	—6,785	68,076	10·28	137	46·93
1st qr. of 1913	19·75	6,68,508	38,100	21,863	3·27	—2,213	19,650	2·94	148	42·62
1913-14 . .	19·75	7,18,108	1,57,837	69,653	9·69	—6,282	63,371	8·82	154	55·87
1914-15 . .	19·75	8,26,846	1,56,032	70,546	8·53	—7,231	63,315	7·66	152	54·78
1915-16 . .	19·75	7,70,777	1,62,490	62,125	8·06	—8,712	53,413	6·93	158	61·76
1916-17 . .		7,63,657	1,61,042	65,167	8·53	—9,696	55,471	7·26	157	59·53

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head of}}{\text{Sub-head (a)}}$. **JAGADHRI LIGHT RAILWAY** (2' 0" gauge)—

Date of registration of the Company.—27th August 1909.

Progress in opening—

Section of railway.	Date of opening.	Mile.	Total
1	2	3	4
Jagadhri station to Jagadhri town	11-8-11	3·1	3·31

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. flat-footed steel rails laid on sál and deodar sleepers.

Ballast.—The line is ballasted for about a furlong in one place only; the remainder is being ballasted gradually with broken bricks.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Local Government order—

The Jagadhri Light Railway Company order of 1908, published under the Punjab Government Notification No. 754, dated the 15th December 1909, as to the construction, maintenance and working of a steam tramway from Jagadhri station to Jagadhri city.

Main provisions of Local Government order—

(i) *Land.*—Except the portions of the District Board and provincial roads in the district of Ambala which the line is authorised to cross, all land for the purpose of the undertaking is provided at the cost of capital.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole of the profits belong to the Company.

(iv) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Local Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.— } Not
(*b*) Government bullion and coin.— } specified.

(vi) *Power of the Government to determine contract.*—At the expiry of 21 years after first opening throughout for traffic, or at subsequent intervals of 10 years, the local authority, by giving 12 months' notice, has the right to terminate the contract and purchase the undertaking, with the previous sanction of the Local Government, by paying to the Company 25 times the yearly average net earnings of the line during the 3 years preceding the purchase with a maximum of 120 and minimum of 100 per cent of the cost price.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)]—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	3·31	1,05,000	7,903	503	0·47	9	93·64
1912	3·31	1,11,266	25,038	1,720	1·54	145	93·13
1st qr. of 1913 . .	3·31	1,11,467	6,962	1,497	1·34	160	78·48
1913-14 . . .	3·31	1,14,132	25,231	3,423	2·99	147	86·43
1914-15 . . .	3·31	1,13,636	22,320	2,758	2·42	130	87·42
1915-16 . . .	3·31	1,13,226	22,716	2,156	1·90	132	90·66
1916-17 . . .	3·31	1,12,224	17,401	—1,124	...	113	106·4

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 57}{\text{Sub-head } (a)}$. **JORHAT (PROVINCIAL) RAILWAY** (2′ 0″ gauge)—

This line was originally known as the "Kokila Mookh tramway" or the "Kokila Mookh State railway." Its construction out of the Provincial revenues of Assam, for the convenience of the numerous tea-gardens in the neighbourhood of Jorhat, was approved by the Government of India in their letter No. 621-R. C., dated the 11th August 1882.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Gosaigaon to Jorhat	13-9-83	7·00		
Jorhat to Dhali river	15-12-84	9·50		
Dhali river to Titabar	16-7-87	1·75		
			18·25	
Cold weather line—				
Gosaigaon to Borghop	22-10-01	4·75		
Borghop to a point further down the river	3-12-11	2·50		
			7·25	
Mariani branch—				
Chenimara Junction to Mariani	1-12-86	7·00		
			7·00	
TOTAL	...	...	...	32·50

Details of construction—

Permanent-way.—2·51 miles between Jorhat and Gosaigaon are laid with steel rails, 30 lbs. to the yard. About a mile, between Jorhat and Chenimara, 4·25 miles, between Chenimara and Mariani, 0·75 mile, between Chenimara and Titabar, and 4·00 miles, between Jorhat and Gosaigaon, and one mile between Gosaigaon and River terminus are laid with steel rails, 25 lbs. to the yard. The rest of the line, including the section from Gosaigaon to Borghop and the alternative cold weather section across Gosaigaon channel, is laid with steel rails, 18 lbs. to the yard.

Ballast.—The line is unballasted.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 480 feet radius.

Gradients.—The ruling gradient is about 1 in 800, except on the Jorhat-Chenimara section where it is 1 in 400.

Contract—

Nil.—The line is owned and worked by the State.

Statistics of working (Those for the periods prior to 1907 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1907	31·75	9,39,798	91,667	523	0·06	31,723	—31,200	55	99·43
1908	31·75	9,99,930	1,01,098	11,258	1·21	31,681	—20,423	62	88·86
1909	31·65	9,52,583	99,533	11,283	1·18	31,748	—20,465	60	88·66
1910	30·00	9,68,204	95,976	7,529	0·78	31,959	—24,430	59	92·16
1911	32·00	9,72,295	1,09,457	31,354	3·22	32,885	—1,531	70	71·35
1912	32·50	9,84,343	1,22,406	33,068	3·36	33,541	—473	79	72·98
1st qr. of 1913.	32·50	10,43,645	30,528	9,324	0·89	10,369	—1,045	78	69·46
1913-14	32·50	10,64,859	1,30,085	39,846	3·74	35,717	+4,129	82	69·36
1914-15	32·50	10,71,745	1,21,520	—6,352	...	37,382	—43,734	78	105·23
1915-16	32·50	10,90,695	1,56,852	54,790	5·04	37,515	+17,245	98	64·97
1916-17	32·50	10,23,755	1,64,905	63,178	5·62	36,499	+26,679	98	61·82

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 58.}}{\text{Sub-head (a)}}$ **KULASEKARAPATNAM-TISSIANVILLAI LIGHT RAILWAY** (2'0" gauge)—

This line in the Tinnevelly district was originally constructed for the sole use of the East India Distilleries and Sugar Factories (Limited) of Madras. Its maintenance and use for public traffic were authorised in Madras Government Order No. 1134-L., dated the 19th June 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kulasekarapatnam to Tissianvillai	18-7-15	18·00	18·00

Details of construction—

Permanent way.—The permanent-way consists of flat-footed steel rails 18 lbs. to the yard between the Factory and Kulasekarapatnam Port and 14 lbs. to the yard, between Kulasekarapatnam Port and Tissianvillai, laid on wooden and corrugated steel sleepers with clip and bolt.

Ballast.—The line is ballasted with sand.

Fencing.—The line is fenced with thorn hedges where it passes through private lands.

Curves.—The sharpest curve has a radius of 80 feet.

Gradients.—The ruling gradient is 1 in 80.

Local Government order—

Madras Government, Local and Municipal Department, order No. 1134-L., dated the 19th June 1914, authorising the East India Distilleries and Sugar Factories (Limited) of Madras to maintain and use for public traffic the tramway line laid by them between Kulasekarapatnam and Tissianvillai in the district of Tinnevelly.

Main provisions of Local Government order—

(i) *Land.*—Private lands taken on lease from the owners and Government land on an annual rental of Rs. 10 per mile.

(ii) *Government aid.*—Nil.

(iii) *Rates and fares.*—Not stipulated in the Government order. But the promoters have, for the present, fixed 3 pies per mile for passengers (one class only), 1 pie per maund per mile for goods in wagon loads, *i.e.*, 4 tons, 1½ pie per maund for goods in less than wagon loads, 1 pie per mile for every 5 seers, or fraction thereof, of parcels, and ½ pie per mile for every 5 seers, or fraction thereof in excess of 2 cubic feet, of luggage allowed free per passenger.

(iv) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government Officials and Government stores—
(*b*) Government bullion and coin and the persons in charge thereof— } *Nil.*

(v) *Power of the Government to determine contract.*—After 50 years from the date of the order, the local authority may purchase the line by paying to the promoters twenty-five times the average annual net earnings of the line for the last 5 completed years previous to the date of purchase, subject to a minimum of 100 and a maximum of 125 per cent of the capital outlay.

The Government also may purchase the line for twenty-five times the average net earnings of the previous 3 years, subject to a minimum of 100 and a maximum of 120 per cent of the actual capital outlay, if, at any time, the line be connected with a railway and the proprietors fail to bring the line up to the standard required by the Indian Railways Act.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1915-16 . .	18·00	2,86,260	17,630	5,141	2·02	19	70·64
1916-17 . .	18·00	2,98,045	79,893	47,150	15·82	85	40·98

APPENDIX 1—*concld.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 59}}{\text{Sub-head (a)}}$. **TARIKERE-NARASIMHARAJAPURA RAILWAY** (2′ 0″ gauge)—

The construction of this line by the Mysore Durbar, under the provisions of the Mysore Tramway Regulation No. II of 1906, was sanctioned by the Government of India in the Foreign Department letter No. 3225-I.B., dated the 25th September 1913.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total	Grand total.
1	2	3	4	5
Tarikere, on the Birur-Shimoga railway, to Lakvalli ...	15-1-15	11·88		
			11·88	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION				
Lakvalli to Narasimharajapura (sanctioned on 25th September 1913).	...	14·72		
			14·72	
GRAND TOTAL ...	...	...	...	26·60

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. flat-footed rails laid on steel sleepers, which are being replaced by teak ones.

Ballast.—The line is packed with gravel ballast.

Fencing.—The line is unfenced throughout.

Curves.—The radius of the sharpest curve is 119 feet.

Gradients.—From Tarikere the up grade is 1 in 50. The down grade is 1 in 66·6 uncompensated for curves.

Agreement—

Nil. The line is owned and worked by the Mysore Government.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1914-15 . .	12·00	2,50,673	Information not available.		...	...	...
1915-16 . .	11·75	2,97,416	7,625	—2,109	...	12	127·66
1916-17 . .	11·88	3,47,427	*925	—3,687	...	3	*98·59

*The decrease is due to the closing of the line for passenger traffic from 1st July 1916 and for goods traffic from 1st November 1916.

APPENDIX 2.

APPEN

Details of mileage open and

No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31ST MARCH 1917.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1917.		
				SECTION OPENED.			MILEAGE OPENED.				
				Date of first opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											I.—STATE LINES WORKED
	5′ 6″ GAUGE.										
1	Eastern Bengal ...	2-1-62	E. B. Ry.	1-12-16	Bhairamara ...	Raita ...	8·88	...	407·00	132·92 (double) 1·69 (triple 21·47 (quadruple). 156·08	563·08
2	North Western ...	13-5-61	N. W. Ry.	...	...	...	...	...	3,038·19	722·33 (double)	3,760·52
3	Oudh and Rohilkhand ...	23-4-67	O. & R. Ry.	...	...	...	...	...	(b) 1,503·13	21·22 (double)	1,524·35
	Total ...	...	...	...	...	...	8·88	...	4,948·32	899·63	5,847·95
	3′ 3⅜″ GAUGE.										
4	Cawnpore-Burhwal (3′ 3⅜″ gauge) link.	24-11-96	B. & N. W. Ry. Co.	...	...	...	...	...	(d)80·34	...	80·34
5	Eastern Bengal ...	28-8-77	E. B. Ry.	...	...	...	...	...	1,022·41	7·29 (double)	1,029·70
6	Oudh and Rohilkhand ...	1-4-99	B. & N. W. Ry. Co.	...	...	...	...	...	(e)2·18	...	2·18
	Total ...	...	...	...	...	...		...	1,104·93	7·29	1,112·22
	2′ 6″ GAUGE.										
7	Eastern Bengal ...	18-7-81	E. B. Ry. ...	...	...	...	...	...	35·10	...	35·10
8	Kalka-Simla	9-11-03	N. W. Ry.	...	...	...	...	...	59·92	...	59·92
9	Kohat-Thal	1-4-03	N. W. Ry.	...	...	...	...	...	61·75	...	61·75
10	Nowshera-Durgai ...	1-1-01	N. W. Ry.	...	...	...	...	...	40·40	...	40·40
11	Trans Indus (Kalabagh-Bannu).	15-6-13	N. W. Ry.	1-5-16	Laki ...	Tank ...	46·48	...	135·39	...	135·39
	Total ...	...	...	...	...	...	46·48	...	332·56	...	332·56
	2′ 0″ GAUGE										
12	Jorhat (Provincial) ...	15-12-84	Assam Administration.	...	...	...	...	...	32·50	...	32·50
	Total State lines worked by the State.	...	...	...	...	...	55·36	...	6,418·31	906·92	7,325·23

DIX 2.

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1917.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1917.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
BY THE STATE.										
763·79	358·09	1,121·88	...	...	...	...	...	...	1	
4,482·85	1,251·39	(a) 5,734·24	22-8-16	State ...	Nushki ...	Dalbandin ...	115·00	...	2	(a) Excludes 12·08 miles of sidings laid but not worked, as also 2·01 miles of main line and 4·37 miles of sidings of the Delhi Durbar railway worked over by the East Indian railway.
1,545·57	(c)339·25	1,884·82	...	...	...	...	...	...	3	(b) Excludes 2·18 miles of 3′ 3⅜″ gauge line at Benares shown under 3′ 3⅜″ gauge, but includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line, between Burhwal and Bara Banki over which the Bengal and North-Western railway trains also work and 1·17 miles of 3′ 3⅜″ gauge track over the Ramgunga bridge, Bareilly, and 0·49 mile of mixed (5′ 6″ and 3′ 3⅜″) gauge track over the Ramganga bridge, Moradabad, over both of which the Rohilkund and Kumaon railway trains also work.
6,792·21	1,949·73	8,740·94	...	...	...	...	115·00	...		
80·34	(c)11·39	91·73	...	...	...	...	...	...	4	
1,036·99	284·25	1,321·24	...	...	...	...	...	...	5	(c) Includes 1·06 miles of 3′ 3⅜″ gauge sidings on mixed (5′ 6″ and 3′ 3⅜″) gauge section between Burhwal and Bara Banki.
2·18	...	2·18	...	...	...	...	...	...	6	
1,119·51	295·64	1,415·15	...	...	...	...	...	...		(d) Excludes 3·40 miles of the Lucknow-Bareilly railway, between Aishbagh and Daliganj, worked over, but includes 16·79 miles referred to in remark (b) above.
35·10	1·85	36·95	...	...	...	...	...	...	7	
59·92	9·25	69·17	...	...	...	...	...	...	8	
61·75	7·14	68·89	...	...	...	...	...	...	9	(e) Length between the O. & R. Ry. Cantonment and the B. & N. W. Ry. City stations at Benares.
40·40	6·00	46·40	...	...	...	...	...	...	10	
135·39	10·98	146·37	...	...	...	...	...	...	11	
332·56	35·22	367·78	...	...	...	...	...	...		
32·50	2·04	34·54	...	...	...	...	...	...	12	
8,276·78	2,281·63	10,558·41	...	...	...	...	115·00	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1917.					ROUTE MILEAGE OPEN ON THE 31st MARCH 1917.		
				Date of first opening.	Section opened. From	Section opened. To	Mileage opened. Single line.	Mileage opened. Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	5' 6" Gauge.										II.—STATE LINES WORKED
13	Agra-Delhi Chord ...	15-11-04	G. I. P. Ry. Co.	...	...	...	...	...	123·10	2·78 (double)	125·88
14	Baran-Kotah ...	1-7-08	G. I. P. Ry. Co.	...	...	...	...	...	40·29	...	40·29
15	Bengal-Nagpur ...	6-4-80	B. N. Ry. Co.	...	...	...	...	...	1,782·34	106·21 (double)	1,888·55
16	Bezwada Extension ...	10-2-89	N. G. S. Ry. Co.	...	...	...	...	...	20·58	...	20·58
17	Bhopal-Itarsi (British section).	1-6-82	G. I. P. Ry. Co.	...	...	...	...	...	12·13	...	12·13
18	Bombay, Baroda and Central India.	10-2-60	B. B. & C. I. Ry. Co.	...	...	...	...	...	737·93	259·19 (double)	997·12
19	Cawnpore-Banda ...	21-4-13	G. I.P. Ry.Co.	...	...	...	...	...	75·71	...	75·71
20	East Indian	15-8-54	E. I. Ry. Co.	1-1-17	Burdwan ...	Saktighar ...	...	7·91 (3rd and 4th lines)	1,810·63	645·92 (double) 24·13 (triple) 11·49 (quadruple) 2·24 (quintuple). 0·85 (sextuple).	2,495·26
				1-1-17	Saktighar ...	A point 6 miles from Howrah.	45·26	45·26 (2nd line)			
				1-1-17	Bally ...	Lillooah ...	...	2·24 (4th and 5th lines.)			
				17-4-16	Baidyabati ..	Bhadreswar ...	...	2·71 (3rd line).			
								58·12		684·63	
21	Great Indian Peninsula	18-4-53	G. I. P. Ry. Co.	25-1-17	Badnera ...	Dhamangaon	...	28·76 (2nd line.)	1,830·59	690·16 (double) 30·97 (quadruple.)	2,551·71
				1-3-17 31-3-17	Portions between Thana and Kalyan		...	6·09 2·39 (3rd and 4th lines).			
								37·15		721·13	
22	Madras and Southern Mahratta.	1-7-56	M. & S. M. Ry. Co.	...	...	...	...	...	(f) 1,002·67	(g) 44·94 (double)	1,047·61
23	South Bihar (h) ...	5-7-99	E. I. Ry. Co.	...	...	...	...	...	79·19	...	79·19
24	South Indian ...	23-5-60	S. I. Ry. Co.	...	...	...	...	...	445·94	...	445·94
	Total ...	...	...	...	...	...	45·26	92·88	7,961·09	1,818·88	9,779·97

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1917.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1917.						Serial No.	Remarks.
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	Section sanctioned. From	Section sanctioned. To	Mileage sanctioned. Single line.	Mileage sanctioned. Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES.										
128·66	50·09	178·75	..	...	...	...	...	...	13	
40·29	3·39	43·68	...	...	...	...	...	...	14	(*a*) Work commenced on 37·48 miles only.
1,994·76	500·66	2,495·42	26-1-06	B. N. Ry. Co.	Raipur ...	Parvatipuram	(*a*)260·67	..	15	
			27-12-12		Adra ...	Bhojoodih ...	...	(*b*) 18·45 (2nd line)		
			24-6-14		Kandra ...	Gomharia ...	(*b*) 5·53	...		(*b*) Work commenced.
			24-6-14		Karkri bridge	Gomharia ...	...	(*b*) 4·48 (2nd line)		
							266·20	22·93		
20·58	1·45	22·03	...	...	...	...	...	...	16	
12·13	(*c*)	12·13	...	...	...	...	...	...	17	(*c*) Included with the Native State section, serial No. 144.
1,256·31	310·49	1,566·80	...	...	...	...	...	...	18	
75·71	7·57	83·28	...	...	...	...	...	...	19	
3,287·12	1,069·33	4,306·45	28-5-13	E.I.Ry. Co.	Portion of Toposi-Baraboni Chord.		(*d*)3·70	...	20	(*d*)Not commenced.
			12-9-16		Burdwan ...	Khana Junction.	...	(*d*) 8·00 (3rd & 4th lines)		
			2-6-16		Raneegunge	Ondal ...	...	(*b*)12·82 (4th line)		
			4-1-15		Dhanbad ...	Katrasgarh.	...	(*b*)11·75 (2nd line)		
			23-11-14		Allahabad Fort Branch extension to Daraganj.		(*b*) 1·85			
							5·55	32·57		
3,330·00	790·61	4,120·61	8-6-08	G. I. P. Ry. Co.	Amla ...	Pandhurna	(*b*) 38·80	...	21	
			8-6-08		Pandhurna	Nagpur ...	(*b*) 64·94	...		
			6-3-12		Tank Bundur	Victoria Terminus.	(*b*) & (*e*) 2·12	2·12 (2nd line.)		(*e*) This is an overhead connection of the Harbour Branch extension.
							105·86	2·12		
1,092·55	215·31	1,307·86	...	...	...	...	...	...	22	(*f*) Includes 2·97 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Tadepalli.
										(*g*) Includes 0·46 mile being portion of line between North facing points and North outer signals at Waltair treated as double line, and 1·05 miles of double line from Washermenpet to Basin Bridge Junction.
79·19	8·63	87·82	...	...	...	...	...	...	23	(*h*) Although a leased line, it is for convenience shown under the head "State lines worked by Companies."
445·94	72·30	518·24	...	...	...	...	...	...	24	
11,713·24	3,029·83	14,743·07	...	...	...	...	377·61	57·62		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1917.					ROUTE MILEAGE OPEN ON THE 31st MARCH 1917.		
				Date of first opening.	Section opened. From	Section opened. To	Mileage opened. Single line.	Mileage opened. Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
									II.—STATE LINES WORKED		
	3′ 3⅜″ GAUGE.										
25	Assam-Bengal ...	1-7-95	A. B. Ry. Co.	1-7-16 1-9-16	Fenchuganj Ghat Bhairab Bazar	Kusiyara ... Daulat Kandi	0·95 2·25	... ...	(a) 823·12	...	823·12
							3·20				
26	Bombay, Baroda and Central India.	14-2-73	B. B. & C. I. Ry. Co.	...	...	...	...	...	(c) 1,818·60	(d) 3·01 (double)	1,821·61
27	Burma	2-5-77	B. Rys. Co.	...	...	...	...	...	1,222·91	118·94 (double)	1,341·85
28	Burma extensions ...	15-4-07	B. Rys. Co.	...	...	...	...	...	186·93	...	186·93
29	Dhone-Kurnool ...	1-1-09	M. & S. M. Ry. Co.	...	...	...	...	...	32·00	...	32·00
30	Jodhpur-Hyderabad (British section) (g).	18-8-92	J. B. Ry. ...	...	...	...	...	...	123·98	...	123·98
31	Lucknow-Bareilly ...	12-10-84	R. & K. Ry. Co.	...	...	...	...	...	312·51	...	312·51
32	Madras and Southern Mahratta.	24-3-84	M. & S. M. Ry. Co.	...	...	...	...	...	(h) 1,519·60	...	1,519·60
33	Mysore section (Madras and Southern Mahratta railway).	1-2-81		...	...	...	...	..	296·28	...	296·28
34	Nilgiri	15-6-99	S. I. Ry. Co.	...	...	...	...	...	28·96	...	28·96
35	Palanpur-Deesa (i) ...	8-11-93	B. B. & C. I. Ry. Co.	...	...	...	...	...	17·28	...	17·28
36	South Indian ...	15-7-61	S. I. Ry. Co.	...	...	...	...	...	881·49	...	881·49
37	Southern Shan States ...	15-6-12	B. Rys. Co.	...	...	...	...	...	69·68	...	69·68
38	Tinnevelly-Quilon (Travancore) (British section).	1-6-02	S. I. Ry. Co.	...	...	...	...	...	50·41	...	50·41
39	Tirhoot	1-11-75	B. & N. W. Ry. Co.	...	...	...	...	...	802·01	10·05 (double)	812·06
	Total ...	...	...	...	...	...	3·20	...	8,185·76	132·00	8,317·76

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1917.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1917.						Serial No.	REMARKS.
					SECTION SANCTIONED.		MILEAGE SANCTIONED.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES—*contd.*										
823·12	162·70	985·82	11-6-14	A. B. Ry. Co.	Naginimara	Branch.	(*b*) 2·29	...	25	(*a*) Excluding 44 miles of the Hill section, between Harangajao and Maibang, under reconstruction.
(*e*) 1,824·62	(*f*) 381·87	2,206·49	...	...	...	...	...	...	26	(*b*) Work commenced.
1,460·79	321·37	1,782·16	...	...	...	...	...	...	27	(*c*) Includes 11·19 miles on 5′ 6″ gauge, of which 2·10 miles at Ujjain and 0·29 mile at Idgah (Agra) are worked by the Bombay, Baroda and Central India railway (5′ 6″ gauge), 3·07 miles at Agra worked by the East Indian railway and 5·73 miles, Delhi Main to Nangal Raya, worked by the North Western railway.
186·93	47·20	234·13	...	...	...	...	...	...	28	(*d*) Includes 0·09 mile on 5′ 6″ gauge at Delhi worked by the Agra-Delhi Chord railway.
32·00	2·82	34·82	...	...	...	...	...	...	29	(*e*) Includes 11·37 miles on the 5′ 6″ gauge.
123·98	18·43	142·41	...	...	...	...	...	...	30	(*f*) Includes 14·96 miles on the 5′ 6″ gauge.
312·51	60·41	372·92	...	...	...	...	...	...	31	(*g*) The Native State section of this railway forms an integral part of the Jodhpur railway.
1,519·60	171·54	1,691·14	...	...	...	...	...	...	32	(*h*) Includes 2·97 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Tadepalli Block hut.
296·28	31·93	328·21	...	...	...	...	...	...	33	
28·96	4·57	33·53	...	...	...	...	...	...	34	(*i*) This line is the joint property of Government and the Palanpur Durbar.
17·28	1·29	18·57	...	...	...	...	...	...	35	
881·49	168·80	1,050·29	...	...	...	...	...	...	36	
69·68	7·14	76·82	23-7-09	B. Rys. Co.	Aungban ...	Yawnghwe	(*j*) 34·25	...	37	(*j*) Not commenced.
50·41	(*k*) 13·51	63·92	...	...	...	...	...	...	38	(*k*) Includes sidings on the Native State section, serial No. 168.
822·11	193·12	1,015·23	...	...	...	...	...	...	39	
8,449·76	1,586·70	10,036·46	...	...	...	...	36·54	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1917.					ROUTE MILEAGE OPEN ON THE 31st MARCH 1917.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of first opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage
1	2	3	4	5	6	7	8	9	10	11	12
	2′ 6″ GAUGE.										
											II.—STATE LINES WORK ED
40	Broach-Jambusar ...	23-11-14	B. B. & C. I. Ry. Co.	...	...	...	...	...	29·69	...	29·69
41	Gondia-Chanda ...	10-11-08	B. N. Ry. Co.	...	...	...	...	...	217·25	...	217·25
42	Jubbulpore-Gondia Extension.	18-4-03	B. N. Ry. Co.	...	...	...	...	...	311·81	...	311·81
43	Morappur-Hosur ...	18-1-06	S. I. Ry. Co.	...	...	...	...	...	73·40	...	73·40
44	Nagpur-Chhindwara ...	1-1-11	B. N. Ry. Co.	...	...	...	...	...	97·20	...	97·20
45	Purulia-Ranchi ...	15-11-07	B. N. Ry. Co.	...	...	...	...	...	115·30	...	115·30
46	Raipur-Dhamtari ...	10-9-00	B. N. Ry. Co.	...	...	...	...	...	56·94	...	56·94
47	Tirupattur-Krishnagiri...	18-9-05	S. I. Ry. Co.	...	...	...	...	...	25·38	...	25·38
	Total ...	...	...	...	...	...	...	...	926·97	...	926·97
	2′0″ GAUGE.										
48	Tumsar-Tirodi Light ...	1-4-16	B.N. Ry. Co	1-4-16	Tumsar ...	Tirodi ...	51 10	...	51·10	...	51·10
	Total State lines worked by Companies.	...	...	...	...	...	99·56	92·88	17,124·92	1,950·88	19,075·80
	2′ 6″ GAUGE.										III.—BRANCH LINE COMPANIES' RAILWAYS (A) WORKED BY THE
49	Ahmadpur-Katwa ...	...	...	...	...	...	...	...	...	...	...
50	Arakan Light ...	...	...	...	...	...	...	...	...	...	...
51	Bankura-Damoodar River	15-12-16	B. D. R. Ry. Co.	15-12-16	Bankura ...	Indas ...	42·69	...	42·69	...	42·69
52	Burdwan-Katwa ...	1-12-15	B. K. Ry. Co.	...	...	...	...	...	32·52	...	32·52
53	Futwah-Islampur ...	...	...	...	...	...	...	...	...	...	...
54	Kalighat-Falta ...	...	...	...	...	...	...	...	...	...	...
	Total (A) ...	...	...	...	...	...	42·69	...	75·21	...	75·21
	5′ 6″ GAUGE.										(B) WORKED BY THE
55	Hardwar-Dehra ...	1-3-00	O. & R. Ry.	...	...	...	...	...	32·04	...	32·04
	3′ 3½″ GAUGE.										
56	Chaparmukh-Silghat ...	...	...	...	...	...	...	...	...	...	...
57	Katakhal-Lalabazar ...	...	...	...	...	...	...	...	...	...	...
	Total 2′ 6″ GAUGE. ...	...	...	...	...	...	...	...	...	...	...
58	Dasghara-Jamalpurgunj ...	...	...	...	...	...	...	...	...	...	...
	Total (B) ...	...	...	...	...	...	...	...	32·04	...	32·04
	Total Branch line Companies' railways under guarantee terms.	...	...	...	...	...	42·69	...	107·25	...	107·25
	2′ 6″ GAUGE.										IV.—BRANCH LINE COMPANIES' RAILWAYS (A) WORKED BY THE
59	Champaner-Shivrajpur Light.	2-2-11	Gujerat Rys. Co.	25-5-16	Ghanta ...	Nathpura ...	3·11	...	32·40	...	32·40
				15-11-16	Nathpura ...	Pani ...	4·47	...			
60	Godhra-Lunavada ...	4-2-13					7 58				
61	Nadiad-Kapadvanj ...	5-3-13		...	...	...	...	...	25·45	...	25·45
				...	...	...	...	...	26·01	...	26·01
	Total (A) ...	...	...	...	...	...	7·58	...	85·86	...	85·86

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1917.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1917.						Serial No.	REMARKS.
					SECTION SANCTIONED.		MILEAGE SANCTIONED.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES—*concld.*										
29·69	3·07	32·76	...	...	...	...	...	...	40	
217·25	19·39	236·64	..	..	...	...	...	...	41	
311·81	39·58	351·39	24-6-04	B. N. Ry. Co.	Khirsadoh ..	Sirgora ...	(a) 8·43	...	42	(a) Not commenced.
73·40	4·15	77·55	...	...	...	...	...	...	43	
97·20	7·69	104·89	...	...	...	...	...	...	44	
115·30	10·11	125·41	...	...	...	...	...	...	45	
56·94	3·82	60·76	...	...	...	...	...	...	46	
25·38	2·52	27·90	...	...	...	...	...	...	47	
926·97	90·33	1,017·30	...	...	...	...	8·43	...		
51·10	1·22	52·32	...	...	...	...	...	...	48	
21,141·07	4,708·08	25,849·15	...	...	...	...	422·58	57·62		
UNDER GUARANTEE TERMS.										
BRANCH LINE COMPANY.										
...	...	...	16-11-14	A. K. Ry. Co.	Ahmadpur...	Katwa ...	(b) 32·19	...	49	(b) Work commenced.
...	...	...	6-6-11	Arakan Lt. Rv. Co.	Buthidaung	Maungdaw	(b)18·50	...	50	
42·69	4·50	47·19	1-5-14	B. D.R.Ry. Co.	Indas ...	Rainagar ...	(c)17·31	...	51	(c) Since opened.
32·52	4·31	36·83	...	...	...	...	...	...	52	
...	...	...	24-9-15	F.I.Lt.Ry. Co.	Futwah ...	Islampur ...	(b) 27·00	...	53	
...	...	...	26-4-15	K.F.Ry.Co.	Gholeshapur	Falta ...	(c)25·33	...	54	
75·21	8·81	84·02	...	...	...	...	126·33	..		
MAIN LINE										
32·04	4·48	36·52	...	...	...	...	...	...	55	
...	...	...	5-10-15	A. B. Ry.	Chaparmukh	Silghat ...	(b)50·81	...	56	
...	...	..	9-3-16	A. B. Ry.	Katakhal ...	Lalabazar ...	(b)23·30	...	56	
...	...	...	...	...	...	...	74·11	...		
...	...	...	17-2-15	B.P.Ry.Co.	Dasghara ...	Jamalpurgunj	(b) 8·30	...	58	
32·04	4·48	36·52	...	...	...	...	82·41	...		
107·25	13·29	120·54	...	...	...	...	202·74	...		
UNDER REBATE TERMS.										
BRANCH LINE COMPANY.										
32·40	4·54	36 94	...	...	...	...	...	...	59	
25·45	1·95	27·40	...	...	...	...	...	...	60	
28·01	4·02	32·03	...	...	...	...	...	...	61	
85·86	10·51	96·37	...	...	...	...	...	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1917.					ROUTE MILEAGE OPEN ON THE 31st MARCH 1917.		
				Date of first opening.	Section opened. From	Section opened. To	Mileage opened. Single line.	Mileage opened. Second, third, etc., lines, as the case may be.	Single line.	Double treble, etc., lines, as the case may be.	Total route mileage
1	2	3	4	5	6	7	8	9	10	11	12

DIX 2—*contd.*

sonctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1917.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1917.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
UNDER REBATE TERMS—*concld.*										
THE MAIN LINE.										
54·26	8·12	62·38	...	...	...	...	...	...		
44·81	3·87	48·68	...	...	...		...	...	63	
46·38	4·19	50·57	...	...	...	...	...	...	64	
25·79	2·96	28·75	7-3-16	(a)	Nawashahr	Jaijon ...	(b)19·00	...	65	(a) Hoshiarpur Doab Branch Railways Company.
...	...	...	10-1-17	B. N. Ry. Co....	Panposh ...	Raipura ...	(c)14·30	...	66	(b) Since opened.
										(c) Work commenced.
52·93	14·06	66·99	...	...	...	...	...	...	67	
38·15	4·00	42·15	...	..	...	...	..	...	68	
427·48	74·58	502·06	...	...	...	...	...	...	69	
130·19	16·93	147·12	...	...	...	...	...	...	70	
152·04	16·63	168·67	...	...	...	...		...	71	
							...	...	72	
208·19	22·29	230·48	...	...	...	...	...			
155·72	10·37	166·09	...	...	...	...	...	...	73	
1,335·94	178·00	1,513·94	...	...	...	...	33·30	...		
33·54	2·78	36·32	...	...	...	...	...	...	74	
88·70	(d) 13·58	102·28	...	...	...	...	...	...	75	(d) Includes 1·63 miles on th 5' 6" gange.
56·23	8·81	65·04	...	...	...	...	...	...	76	
178·47	25·17	203·64	..	...	...	...	...	...		
27·26	1·70	28·96	...	...	...	...	...	...	77	
117·66	9·47	127·13	...	...	...	...	...	...	78	
76·70	3·56	80·26	...	...	...	...	...	...	79	
...	...	...	9-3-16	E. B. Ry.	Khulna ...	Bagirhaut ...	(c)20 53	...	80	
...	...	...	9-3-16	L. J. (Sind) Ry. Ld.	Larkhana ...	Jacobabad...	(e)75·45	...	81	(e) Not commenced.
...	...	...	11-9-15	B. N. Ry. Co.	Baripada ...	Talband ...	(c)38·71	...	82	
...	...	...	17-9-15	G. I. P. Ry. Co.	Pachora ...	Jamner ...	(c)34·62	...	83	
...	...	...	30-9-14		Pulgaon ...	Arvi ...	(c)21·75	...	84	
221·62	14·73	236·35	...	...	...	...	191·06	...		
95·44	3·04	98·48	...	...	...	...	...	...	85	
1,831·47	220·94	2,052·41	...	...	...	...	224·36	...		
1,917 33	231·45	2,148·78	...	...	...	...	224·36	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1917.					ROUTE MILEAGE OPEN ON THE 31st MARCH 1917.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of first opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
						V.—BRANCH LINE COMPANIES' RAILWAYS					
	3′ 3⅜″ GAUGE.										
86	Mymensingh-Bhairab Bazar.	20-3-17	A. B. Ry. Co.	20-3-17	Bhairab Bazar	Kishorgunj ...	31·25	...	31·25	...	31·25
	Total branch line Companies' railways under guarantee and rebate terms	...	...	...	...	...	31·25	...	31·25	...	31·25
						VI.—COMPANIES' LINES SUBSIDIZED					
	5′ 6″ Gauge.										
87	Delhi-Umballa-Kalka ...	1-3-91	E. I. Ry. Co.	1-11-16	Panipat Junction.	2·45miles from Madlauda.	14·76	...	206·40	...	206·40
	3′ 3⅜″ GAUGE.										
88	Bengal and North-Western. (*b*)	2-4-84	B. & N. W. Ry. Co.	...	...	...	...	...	1,241·67	...	1,241·67
89	Bengal Dooars extensions (b)	20-4-00	B. D. Ry. Co.	...	...	...	...	...	116·56	...	116·56
90	Mirpur Khas-Jhudo (*b*)...	18-4-09	J. B.Ry.	...	...	...	...	...	50·43	...	50·43
91	Mirpur Khas-Khadro (*b*)	1-1-12	J. B.Ry.	...	...	...	...	...	49·50	...	49·50
92	Rohilkund and Kumaon	12-10-84	R. & K. Ry. Co.	...	...	...	...	...	258·72	...	258·72
	Total ...	...	...	...	...	...	...	...	1,716·88	...	1,716·88
	2′ 6″ GAUGE.										
93	Barsi Light (*b*) ...	1-3-97	B. Lt. Ry. Co.	...	...	...	...	...	117·50	...	117·50
94	Dehri-Rohtas Light ...	6-2-11	D. R. Lt. Ry. Co.	...	...	...	...	...	23·83	...	23·83
95	Dwara-Therria Light (*b*)	...	...	...	...	...	...	...	...	...	...
96	Powayan Light (*b*) ...	17-6-90	R. & K. Ry. Co.	...	...	...	...	...	38·86	...	38·86
97	Shahdara (Delhi)-Saharanpur Light. (*b*)	7-5-07	S. S. Lt. Ry. Co.	...	...	...	...	...	92·50	...	92·50
	Total ...	...	...	...	...	...	...	...	272·69	...	272·69
98	Matheran Light (*b*) ...	22-3-07	G. I. P. Ry. Co.	...	...	...	...	...	12·61	...	12·61
	Total Companies' lines subsidized by the Government of India.	...	...	...	...	...	14·76	...	2,208·58	...	2,208·58
						VII.—COMPANIES' LINES SUBSIDIZED					
	3′ 3⅜″ GAUGE.										
99	Dibru-Sadiya ...	15-8-82	Assam Rys. & Trading Co.	...	...	...	...	...	86·02	...	86·02
	2′ 0 GAUGE.										
100	Darjeeling-Himalayan ...	23-8-80	D. H. Ry. Co.	...	...	...	...	...	51·00	...	51·00
	TotalCompanies' lines subsidized by Local Governments	...	...	...	...	...	...	...	137·02	...	137·02

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1917.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1917.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
UNDER GUARANTEE AND REBATE TERMS.										
31·25	...	31·25	5-5-15	A. B. Ry. Co.	Kishorgunj Mymensingh Shamganj...	Ganripur ... Netrakona .. Jhanjail-Jharia	(a)29·11 (a)27·20 (a)13·17 69·48	...	86	(a) Work commenced.
31·25	...	31·25	...	...	...	...	69·48	...		
BY THE GOVERNMENT OF INDIA.										
206·40	33·15	239·55	...	...	...	...	...	...	87	
1,241·67	223·92	1,465·59	...	...	...	...	...	...	88	(b) Receives land only from Government.
116·56	13·93	130·49	26-9-13	B.D.Ry. Co.	Chalsa ...	Matelli ..	(a) 5·31	...	89	
50·43	2·71	53·14	...	...	...	...	...	...	90	
49·50	3·00	52·50	...	...	...	...	...	...	91	
258·72	32·05	290 77	...	...	...	...	...	...	92	
1,716·88	275·61	1,992·49	...	...	...	...	5·31	...		
117·50	14·58	132·08	...	...	...	...	..	...	93	
23·83	4·67	28·50	...	...	...	...	...	...	94	
...	...	...	15-5-02	Khassia Hills (Assam) Coy. Ltd.	Dwara ... Maolong ...	Maolong ... Therria Ghat	(a)13·50 (c) 6·00 19·50	... ...	95	(c) Not commenced.
38·86	1·25	40·11	...	...	...	...	...	...	96	
92·50	8·62	101·12	...	...	...	...	...	...	97	
272·69	29·12	301·81	...	...	...	...	19·50	...		
12·61	1·18	13·79	...	...	...	...	...	...	98	
2,208·58	339·06	2,547·64	...	...	...	...	24·81	...		
BY LOCAL GOVERNMENTS.										
86·02	18·55	104·57	...	...	...	...	...	...	99	
51·00	8·00	59·00	...	...	...	...	...	...	100	
137·02	26·55	163·57	...	...	...	...	...	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31ST MARCH 1917.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1917.		
				Section opened.			Mileage opened.				
				Date of first opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											VIII.–UNASSISTED
	3′ 3⅜″ Gauge.										
101	Ledo and Tikak Margherita colliery.	17-2-84	Assam Rys. and Trading Co.	...	...	...	...	...	5·50	...	5·50
	2′ 6″ Gauge.										
102	Ambaji-Taranga Light ...	...	...	...	...	...	...	...	...	...	...
103	Bengal Provincial ...	7-11-9	B. P. Ry. Co.	...	...	...	...	...	33·27	...	33·27
104	Madaya Light ...	10-2-12	M. Lt. Ry. Co.	...	...	...	...	...	8·30	...	8·30
	Total ...	...	...	...	...	...	...	...	41·57	...	41·57
	2′ 0″ Gauge.										
105	Jagadhri Light ...	11-8-11	J. Lt. Ry. Co.	...	...	...	...	...	3·31	...	3·31
106	Kulasekarapatnam-Tissianvillai Light.	18-7-15	East India Distilleries and Sugar Factories, Ltd., of Madras.	...	...	...	...	...	18·00	...	18·00
	Total ...	...	...	...	...	...	...	...	21·31	...	21·31
	Total Unassisted Companies' lines.	...	...	...	...	...	...	...	68·38	...	68·38
											IX.–DISTRICT
	5′ 6″ Gauge.										
107	Suramangalam-Salem ...	...	...	...	...	...	...	...	...	...	...
108	Tenali-Repalli ...	18-3-16	M. & S. M. Ry. Co.	...	...	...	...	...	21 50	...	21 50
	3′ 3⅜″ Gauge.										
109	Bezwada-Masulipatam ...	4-2-08	M. & S. M. Ry. Co.	...	...	...	...	...	51·80	...	51·80
110	Manamadura-Sivaganga...	...	...	...	...	...	...	...	...	...	...
111	Podanur-Pollachi ...	15-10-15	S. I. Ry. Co.	...	...	...	...	...	25·04	...	25·04
112	Tanjore District Board ..	2-4-94	S. I. Ry. Co.	...	...	...	...	...	111·94	...	111·94
113	Tinnevelly-Tiruchendur...	...	...	...	...	...	...	...	...	...	...
	Total ...	...	...	...	...	...	...	...	188·78	...	188·78
	Total District Board lines.	...	...	...	...	...	...	...	210·28	...	210·28
											X.–COMPANIES' LINES
	3′ 3⅜″ Gauge.										
114	Bengal Dooars ...	15-1-93	B. D. Ry. Co.	...	...	...	...	...	36·40	...	36·40
	2′ 6″ Gauge.										
115	Arrah-Sasaram Light ...	6-3-11	A. S. Lt. Ry. Co.	...	...	...	...	...	65·16	...	65·16
116	Baraset-Basirhat Light ...	1-2-05	B. B. Lt. Ry. Co.	...	...	...	...	...	52·24	...	52·24
117	Bukhtiarpur-Bihar Light.	1-7-03	B. B. Ry. Co.	...	...	...	...	...	33·00	...	33·00
118	Jessore-Jhenidah ...	1-10-13	J. J. Ry. Co...	...	...	...	...	...	36·80	...	36·80
119	Tezpore-Balipara Light ..	9-8-94	T. B. Lt. Ry. Co.	...	...	...	...	...	20·10	...	20·10
	Total ...	...	...	...	...	...	...	...	207·30	...	207·30
	2′ 0″ Gauge.										
120	Howrah-Amta Light ...	1-7-97	H. A. Lt. Ry Co.	..	...	...	...	...	43·87	...	43·87
121	Howrah-Sheakhala Light	2-8-97	H. S. Lt. Ry. Co.	...	...	...	...	...	19·75	...	19·75
	Total ...	...	...	...	...	...	...	...	63·62	...	63·62
	Total Companies' lines subsidized by District Boards.	...	...	...	...	...	...	...	307·32	...	307·32

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1917.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1917.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
COMPANIES' LINES.										
5·50	11·78	17·28	...	...	...	...	...	...	101	
...	...	...	8-7-11	A. T. Lt. Ry. Co.	Varetha Jn.	Baroda Frontier.	(*a*)1·50	...	102	(*a*) Work commenced.
					Baroda Frontier.	Samaia ...	(*a*)18·00	...		
							19·50			
33·27	2·33	35·60	...	...	...	...		...	103	
8·30	...	8·30	13-2-06	M.Lt. Ry. Co.	Madaya ...	Toungbyon	7·70	...	104	
41·57	2·33	43·90	...	...	...	...	27·20	...		
3·31	0·55	3·86	...	...	...	...	...	...	105	
18·00	2·00	20·00	...	...	...	...	...	...	106	
21·31	2·55	23·86	...	...	...	...	...	...		
68·38	16·66	85·04	...	...	...	..	27·20	...		
BOARD LINES.										
...	...	...	23-3-15	S. I. Ry. Co.	Suramangalam	Salem ...	(*b*) 3·86	...	107	(*b*) Since opened.
21·50	1·50	23·00	...	...	...	...	...	...	108	
51·80	7·07	58·87	...	...	...	...	...	...	109	
...	...	...	2-12-15	S. I. Ry. Co.	Manamadura	Sivaganga...	(*c*)12·43	...	110	(*c*) Not commenced.
25·04	1·74	26·78	...	...	...	...	...	...	111	
111·94	11·77	123·71	15-12-15	S. I. Ry. Co.	Mayavaram	Tranquebar	(*c*)17·96	...	112	
			15-10-12		Tirutturaipundi	Vedaraniem	(*a*)23·12			
							41·08			
...	...	...	16-7-15	S. I. Ry. Co.	Tinnevelly...	Tiruchendur	(*a*)38·18	...	113	
188·78	20·58	209·36	...	...	...	...	91·69	...		
210·28	22·08	232·36	...	...	...	...	95·55	...		
SUBSIDIZED BY DISTRICT BOARDS.										
36·40	4·67	41·07	...	...	...	...	...	...	114	
65·16	4·13	69·29	...	...	...	...	...	...	115	
52·24	4·08	56·32	...	...	...	...	...	...	116	
33·00	1·91	34·91	...	...	...	...	...	...	117	
36·80	2·70	39·50	...	...	...	...	...	...	118	
20·10	1·11	21·21	...	...	...	...	...	...	119	
207·30	13·93	221·23	...	...	...	...	...	...		
43·87	5·00	48·87	...	...	...	...	...	...	120	
19·75	1·22	20·97	...	...	...	...	...	...	121	
63·62	6·22	69·84	...	...	...	...	...	...		
307·32	24·82	332·14	...	...	...	...	...	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31ST MARCH 1917.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1917.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of first opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											XI—NATIVE STATE LINES
	3′ 3⅜″ GAUGE.										
122	Bhavnagar State ...	20-12-80	Bhavnagar Durbar.	...	...	...	...	...	(b) 206·31	...	206·31
123	Bikaner	9-12-91	J. B. Ry. ...	...	...	...	...	...	497·66	...	497·66
124	Chickjajur-Chitaldrug ...	...	...	...	...	...	...	...	...	...	...
125	Dhrangadra	1-6-98	Bhavnagar Durbar.	...	...	...	...	...	(d) 42·71	...	42·71
126	Gondal-Porbandar State	19-1-81	Gondal and Porbandar Durbars.	...	...	...	...	...	(e) 148·01	...	148·01
127	Jamnagar	8-4-97	Navanagar Durbar.	...	...	...	...	...	(f) 54·22	...	54·22
128	Jetalsar-Rajkot ...	12-4-93	G. P. Ry. ...	...	...	...	...	...	46·21	...	46·21
129	Jodhpur	24-6-82	J. B. Ry. ...	...	...	...	...	...	608·75	...	608·75
130	Junagad State ...	1-9-88	Junagad Durbar.	..	...	...	...	...	(g) 120·90	...	120·90
131	Khijadiya-Dhari ...	1-3-13	G. P. Ry. ...	27-5-16	Chalàla ...	Dhari ...	11·69	...	37·22	...	37·22
132	Morvi	11-3-80	Morvi Durbar	...	...	...	...	...	73·94	...	73·94
133	Mysore-Arsikere ...	...	...	...	...	...	...	...	...	...	...
134	Okhamandal ...	...	...	...	...	...	...	...	...	...	...
135	Udaipur-Chitorgarh ...	1-8-95	Udaipur Durbar.	...	...	...	...	...	67·30	...	67·30
	Total ...	...	...	...	...	...	11·69	...	1,903·23	...	1,903·23
	2′ 6″ GAUGE.										
136	Cutch State	18-5-05	Cutch Durbar	...	...	...	...	...	36·78	...	36·78
137	Dholpur-Bari ...	24-2-08	Dholpur Durbar.	..	...	...	...	...	36·38	...	36·38
138	Kolar District ...	15-12-13	Mysore Durbar.	8-11-16	Chintamani ...	Chik Ballapur	23·27	...	63·51	...	63·51
139	Mohari-Barauli ...	10-2-17	Dholpur Durbar.	10-2-17	Mohari ...	Barauli ...	15·25	...	15·25	...	15·25
140	Morvi	24-3-87	Morvi Durbar	...	...	...	...	...	18·89	...	18·89
	Total ...	...	...	...	...	...	38·52	...	170·81	...	170·81
	2′ 0″ GAUGE.										
141	Gwalior Light ...	2-12-99	Gwalior Durbar.	...	...	...	...	...	249·96	...	249·96
142	Pipar-Bilara Light ...	25-11-10	J. B. Railway	...	...	...	...	...	25·25	...	25·25
143	Tarikere-Narasimharaja-pura.	15-1-15	Mysore Durbar.	...	...	...	...	...	11·88	...	11·88
	Total ...	...	...	...	...	...	...	...	287·09	...	287·09
	Total Native State lines worked by Native States.	...	...	...	...	...	50·21	...	2,361·13	...	2,361·13
											XII.—NATIVE STATE LINES
	5′ 6″ GAUGE.										
144	Bhopal-Itarsi (Native State section). ...	18-11-84	G. I. P. Ry. Co.	...	...	...	...	...	44·35	...	44·35
145	Bhopal-Ujjain ...	11-11-95		...	...	...	...	...	113·35	...	113·35
146	Bina-Goona-Baran ...	23-9-95		...	...	...	...	...	145·61	...	145·61
147	Jammu and Kashmir (Native State section). (k)	15-3-90	N.W. Ry....	...	...	...	...	...	16·01	...	16·01
148	Jind-Panipat (Native State section). (l)	1-11-16	E. I. Ry. Co.	1-11-16	2·45 miles from Madlauda	Jind City ...	25·90	...	25·90	...	25·90
149	Khanpur-Chachran ...	2-7-11	N. W. Ry....	...	...	...	...	...	22·02	...	22·02
150	Kolar Gold-fields ...	1-6-94	M. and S. M. Ry. Co.	...	...	...	...	...	9·88	...	9·88
	Total carried over ...	...	...	...	...	...	25·90	...	377·12	...	377·12

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1917.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1917.						Serial No.	REMARKS.
					SECTION SANCTIONED.		MILEAGE SANCTIONED.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
WORKED BY NATIVE STATES.										
206·31	31·36	237·67	16-6-15	Bhavnagar Durbar.	Savar Kundla Dongar ...	Mahuva ... Port Albert Victor.	(*a*) 54·30	...	122	(*a*) Work commenced. (*b*) Includes 1·21 miles of Dock estate line worked for goods traffic only.
497·66	24·54	522·20	22-10-15	J. B. Ry.	Bikaner ... Hanumangarh	Kolayat ... Sadulpur ...	(*c*)27·03 (*c*)105·00	...	123	(*c*) Not commenced.
...	...	...	28-1-14	Mysore Durbar.	Chickjajur	Chitaldrug...	132·03 (*c*)21·07	...	124	(*d*) Includes 2·56 miles of Dhrangadra quarry branch worked for goods traffic only.
42·71	3·98	46·69	...	...	...	...	...	...	125	(*e*) Includes 1·55 miles from Porbandar to Porbandar Bandar and 3·70 miles of Ranawao quarry branch worked fo goods traffic only.
148·01	18·48	166·49	...	...	...	...	...	...	126	
54·22	3·78	58·00	...	...	...	...	...	...	127	(*f*) Includes 3·93 miles, from Jamnagar to Bedi Bandar worked for goods traffic only.
46·21	4·68	50·89	...	...	...	...	...	...	128	
608·75	48·81	657·56	10-7-14	J. B. Ry.	Marwar Junction.	Sanderao ...	(*c*) 77·83	...	129	
120 90	12·58	133·48	16 6-15	Junagad Durbar.	Veraval ...	Una ...	(*h*)56·91	...	130	(*g*) Includes 0·73 mile of Dungarpur quarry line and 0·30 mile of Veraval Dock estate line worked for goods traffic only.
37·2	4·90	42·12		...	...	...	...	...	131	
73·94	7 83	81·77	...	...	...	...	...	...	132	(*h*) Work commenced on 19·51 miles only.
...	...	...	29-10-13	Mysore Durbar.	Mysore ...	Arsikere ...	(*a*)102·25	...	133	
...	...	...	5-6-13	Baroda Durbar.	Kuranga ...	Arthara ...	(*a*)37·02	...	134	
67·30	4·93	72·23	...	..	...	...	...	...	135	
1,903·23	165·87	2,069·10		...	...	...	481·41	...		
36·78	2·70	39·48	20-11-13	Cutch Durbar.	Anjar ...	Bachau ...	(*a*)23·75	...	136	
36·38	4·50	40·88	...	...	...	...	...	...	137	
63 51	1·00	64·51	...	...	...	...	...	...	138	
15·25	0 65	15·90	...	...	...	...	...	...	139	
18·80	2·43	21 32	...	...	...	...	...	...	140	
170·81	11·28	182 09	...	...	...	...	23·75	...		
249·96	12·13	262 39	...	...	...	...	...	...	141	
25·25	0·77	26·02	...	...	...	...	...	...	142	
11·88	0·40	12·28	25-9-13	Mysore Durbar.	Lakvalli ...	Narasimharajapura.	(*i*)14·72	...	143	(*i*) Since opened.
287·09	13·60	300·69	...	...	...	...	14·72	...		
2,361·13	190·75	2,551·88	...	...	...	...	519·88	...		
WORKED BY THE MAIN LINE.										
44·35	(*j*) 25·59	69·94	...	...	...	...	...	...	144	(*j*) Includes sidings on the British section, serial No. 17.
118·35	9 05	122·40	...	...	...	...	...	...	145	
145·61	11·65	157·26	...	...	...	...	...	...	146	
16·01	3·03	19·04	...	...	...	...	...	...	147	(*k*) The British section of this line forms an integral part of the North Western railway.
25·90	(*m*)	25·90	...	...	...	...	...	...	148	(*l*) The British section of this line forms an integral part of the Delhi-Umballa-Kalka railway.
22·02	3·43	25·45	...	...	...	...	...	...	149	
9·88	5·73	15·61	...	...	...	...	...	...	150	(*m*) Included with the Delhi-Umballa-Kalka railway, Serial No. 87.
377·12	58·48	435·60	...	...	...	...	...	...	...	

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31ST MARCH 1917.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1917.		
				Date of first opening.	Section opened. From	Section opened. To	Mileage opened. Single line.	Mileage opened. Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc, lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											XII.—NATIVE STATE LINES
	5′ 6″ GAUGE—*concld.* Brought forward ...	...	...	...	...	...	25·90	...	377·12	...	377·12
151	Ludhiana-Dhuri-Jakhal	10-4-01	N. W. Ry.	...	...	...	...	...	78·65	...	78·65
152	Nagda-Ujjain ...	15-7-96	B. B. & C. I. Ry. Co.	...	...	...	...	...	32·51	...	32·51
153	Petlad-Cambay (Anand-Tarapur section).	5-5-90	B. B. & C. I. Ry. Co.	...	...	...	...	...	21·42	...	21·42
154	Petlad-Cambay (Tarapur-Cambay section).	20-6-01	B. B. & C. I. Ry. Co.	...	...	...	...	...	12·36	...	12·36
155	Rajpura-Bhatinda ...	1-11-84	N. W. Ry.	...	...	...	...	...	108·04	...	108·04
	Total ... 3′ 3⅜″ gauge.	...	...	...	...	...	25·90	...	630·10	...	630·10
156	Birur-Shimoga ...	1-12-99	M. & S. M. Ry. Co.	...	...	...	...	...	37·92	...	37·92
157	Cooch Behar State ...	15-9-93	E. B. Ry.	...	...	...	...	...	33·09	...	33·09
158	Gaekwar's Mehsana ...	21-3-87	B. B. & C.I. Ry. Co.	28-5-16	Wagrod ...	Kakosi ...	9·91	...	162·63	...	162·63
159	Hindupur (Yesvantpur-Mysore Frontier).	15-12-92	M. & S. M. Ry. Co.	...	...	...	...	...	51·35	...	51·35
160	Hingoli branch ...	15-5-12	N. G. S. Ry. Co.	...	...	...	...	...	50·31	...	50·31
161	Jaipur State ...	10-11-05	B. B. & C. I. Ry. Co.	19-12-16	Jaipur ...	Reengus ...	34·38	...	107·22	...	107·22
162	Kolhapur State ...	21-4-91	M. & S. M. Ry. Co.	...	...	...	...	...	29·27	...	29·27
163	Mysore-Nanjangud ...	1-12-91	M. & S. M. Ry. Co.	...	...	...	...	...	15·80	...	15·80
164	Sangli State ...	1-4-07	M. & S. M. Ry. Co.	...	...	...	...	...	4·90	...	4·90
165	Secunderabad-Gadwal ...	1-2-16	N. G. S. Ry. Co.	1-4-16 20-4-16 15-5-16 15-11-16 1-1-17 15-2-17	Balanagar ... Gullapalli ... Jadcharla ... Mahbubnagar Deverkudra ... Kurumurti ...	Gullapalli ... Jadcharla ... Mahbubnagar Daverkudra ... Kurumurti ... Wanaparti Road	9·45 4·68 10·97 15·17 9·74 8·19 58·20	...	103·30	...	103·30
166	Shoranur-Cochin ...	2-6-02	S. I. Ry. Co.	...	...	...	...	...	64·75	...	64·75
167	Trichinopoly Pudukkottai	...	S. I. Ry. Co.	...	...	...	...	...	...	...	...
168	Tinnevelly-Quilon (Travancore) (Native State section)	1-6-04	S. I. Ry. Co.	...	...	...	...	...	58·05	...	58·05
169	Vijapur-Kalol-Kadi ...	10-6-02	B. B. & C. I. Ry. Co.	...	...	...	...	...	46·11	...	46·11
	Total ..	...	...	...	...	...	102·49	...	764·70	...	764·70
	2′ 6″ GAUGE.										
170	Bilimora-Kalamba ...	23-7-14	B. B. & C. I. Ry. Co.	...	...	...	...	...	26·24	...	26·24
171	Bodeli-Chhota Udaipur...	...	B. B. & C. I. Ry. Co.	...	...	...	...	...	...	...	...
172	Gaekwar's-Dabhoi ...	8-4-73	B. B. & C. I. Ry. Co.	...	...	...	...	...	147·06	...	147·06
173	Kosamba-Zankhvav ...	1-5-12	B. B. & C. I. Ry. Co.	...	...	...	...	...	26·10	...	26·10
	Total carried over ...	...	...	...	...	...	...	...	199·40	...	199·40

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1917.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1917.						Serial No.	REMARKS.
					SECTION SANCTIONED.		MILEAGE SANCTIONED.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
WORKED BY THE MAIN LINE.—*contd.*										
377·12	58·48	435·60	...	...	...	...	...	...		
78·65	5·97	84·62	...	...	...	...	...	...	151	
32·51	1·33	33·84	...	...	...	...	...	...	152	
21·42	3·34	24·76	...	...	...	...	...	...	153	
12·36	3·81	16·17	...	...	...	...	...	...	154	
108·04	24·66	132·70	...	...	...	...	...	...	155	
630·10	97·59	727·69	...	...	...	...	...	...		
37·92	4·57	42·49	...	...	...	...	...	...	156	
33·09	2·35	35·44	...	...	...	...	...	...	157	
162·63	19·91	182·54	15-3-12 14-1-13	Baroda Durbar.	Khalipur Wagrod	Khakhal ... Khareda ...	(*a*)17·22 (*b*)12·44 29·66	...	158	(*a*) In abeyance. (*b*) Not commenced.
51·35	4·06	55·41	...	...	...	...	...	...	159	
50·31	5·85	56·16	...	...	...	...	...	...	160	
107·22	(*c*)10·04	117·26	5-10-14 15-6-16	Jaipur Durbar.	Reengus ... Sikar ...	Sikar ... Jhunjhnu ...	(*d*)30·97 (*b*)39·85 70·82	...	161	(*c*) Includes 0·44 mile of 5′ 6″ gauge.
29·27	1·89	31·16	...	...	...	...	...	...	162	
15·80	1·09	16·89	...	...	...	...	...	...	163	(*d*) Work commenced.
4·90	0·29	5·19	...	...	...	...	...	...	164	
103·30	8·16	111·46	27-2-14	N. G. S. Ry. Co.	Wanaparti Road.	Gadwal ...	(*d*)13·45	...	165	
64·75	11·28	76·03	...	...	...	...	...	...	166	
...	...	...	4-8-16	S.I. Ry. Coy.	Trichinopoly	Pudukkottai	(*b*)32·00	...	167	
58·05	(*e*)	58·05	1-10-13	S. I. Ry. Co.	Quilon ...	Trivandrum	(*d*)37·91	...	168	(*e*) Included with the British section, serial No. 38.
46·11	4·63	50·74	5 8-16	Baroda Durbar.	Bhoyani Road	Bechraji ...	(*d*)21·30	...	169	
764·70	74·12	838·82	...	...	...	...	205·14	...		
26·24	3·08	29·32	5-7-11 11-5-14	Baroda Durbar.	Unai ... Mahuva ...	Kalamba ... Anaval ...	(*d*)8·66 (*b*)17·91 26·57	...	170	
...	...	...	2-2-15	B. B. & C. I. Ry. Co.	Bodeli ...	Chhota Udaipur.	(*d*)22·65	...	171	
147·06	16·04	163·10	24-4-14 25-2-14 26-3-14	Baroda Durbar	Samlaya ... Motipura ... Masor Road	Timba ... Tankhala ... Jambusar ...	(*d*)33·34 (*d*)26·29 (*d*)6·97 66·60	... ...	172	
26·10	2·70	28·80	23-3-14	Baroda Durbar.	Zankhvav ...	Bardipada ...	(*b*) 22·57	...	173	
199·40	21·82	221·22	...	...	...	...	138·39	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1917.					ROUTE MILEAGE OPEN ON THE 31st MARCH 1917.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of first opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	2′ 6″ GAUGE—*concld.*										
									XII.—NATIVE STATE LINES		
	Brought forward ...	...	...	...	...	..	...	...	199·40	...	199·40
174	Mourbhanj State ...	20-1-05	B.N. Ry. Co.	...	...	...	...	...	32·41	...	32·41
175	Navsari-Kamrej Light ...	...	...	...	...	...	...	...	...	...	...
176	Parlakimedi Light ...	1-4-00	B. N. Ry. Co.	...	...	...	...	...	24·62	...	24·62
177	Petlad-Vaso ...	10-12-14	B. B. & C. I. Ry. Co.	...	...	...	...	...	19 25	...	19·25
178	Rajpipla State ...	1-7-97		...	...	...	...	...	37·50	...	37·50
	Total ...	...	...	...	...	...	...	...	313·18	...	313·18
	Total Native State lines worked by the main line.	...	...	...		...	128·39	...	1,707·98	..	1 707·98
	5′ 6″ GAUGE.								**XIII.—COMPANIES' LINES GUARANTEED**		
179	Nizam's Guaranteed State	9-10-74	N. G. S. Ry. Co.	...	...	...	...	...	(c)330·13	...	330·13
	3′ 3¾″ GAUGE.										
180	Hyderabad Godavari Valley.	21-10-99	N. G. S. Ry. Co.	...	...	...	...	...	(c)390 75	0·38 (double)	391·13
	2′ 6″ GAUGE.										
181	Bangalore-Chik Ballapur Light.	15-9-14	Mysore Durbar.	1-2-17	Yelahanka ...	Yesvantpur ...	6·50	...	35·24	...	35·24
	Total Companies' lines guaranteed by Native States.	...	...	...	...	...	6·50	...	756·12	0·38	756·50
	3′ 3¾″ GAUGE.								**XIV.—LINES IN FOREIGN TERRITORY WORKED BY**		
182	Peralam-Karaikkal ...	14-3-98	S. I. Ry. Co.	...	...	...	...	...	14·65	...	14·67
183	Pondicherry ...	15-12-79		...	...	...	...	...	7 85	...	7·85
184	West of India Portuguese	17-1-87	M. & S. M. Ry. Co.	...	...	...	...	...	51·10	...	51·10
	TOTAL LINES IN FOREIGN TERRITORY WORKED BY BRITISH INDIAN RAILWAY COMPANIES ...	...	...	...	...	...	...	...	73·60	...	73·60
	GRAND TOTAL OF ALL RAILWAYS ...	...	...	...	...	...	(d) 470·50	92·88	33,426 35	2,859·74	36,.86·09

DIX 2—*concld.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1917.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1917.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
WORKED BY THE MAIN LINE—*concld.*										
199·40	21·82	221·22	...	...	...	...	138·39	...		
32·41	1·76	34·17	...	...	...	...	...	...	174	
...	...	...	4-2-14	Baroda Durbar.	Navsari ...	Kamrej ...	(*a*)20·00	...	175	(*a*) Not commenced.
24·62	1·71	26·33	...	...	...	...	...	...	176	
19·25	3·11	22·36	...	...	...	...	...	...	177	
37·50	3·00	40·50	13-10-15	B. B. and C. I. Ry.	Nandod Station.	Nandod Town	(*b*)1·74	...	178	(*b*) Work commenced.
313·18	31·40	344·58	...	...	...	...	160·13	...		
1,707·98	203·11	1,911·09	...	...	...	...	365·27	...		
BY NATIVE STATES.										
330·13	48·39	378·52	...	...	...	...	...	...	179	(*c*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad over which both the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railway trains work.
391·51	53·43	444·94	...	...	...	...	...	...	180	
35·24	1·75	36·99	10-9-09	Mysore Durbar	Yesvantpur	Bangalore ...	(*b*)3·50	...	181	
756·88	103·57	860·45	...	...	...	...	3·50	...		
BRITISH INDIAN RAILWAY COMPANIES.										
14·65	2·13	16·78	...	...	...	...	...	...	182	
7·85	2·37	10·22	...	...	...	...	...	...	183	
51·10	15·89	66·99	...	...	...	...	...	...	184	
73·60	20·39	93·99	...	...	...	...	...	...		(*d*) This was the actual mileage opened. The *net* mileage added (*i.e.*, mileage actually opened, *plus* or *minus* corrections of mileage, due to remeasurements, abandonments, etc.) during the year was 463·45 miles.
39,304·85	8,181·44	47,486·29	...	...	...	...	2,070·37	57·62		

APPEN

(i) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10

DIX 3.

(ii) total capital outlay to end of the financial year 1916-17.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
BY THE STATE.												
3,78	1,89	23,46	...	1,78,68	...	23,28,25	2,01	23,30,26	=5,261	(a)	3	
1,24	97	23,81	...	...	...	12,98,92	...	12,98,92		(c)	3	
2,39	1,45	39,46	...	2,58,45	...	65,06,69	...	65,06,69		(a)	8	
1,54	1,24	2,64	...	...	6,06	17,91,51	74,48	18,65,99				
3,30	2,86	...	...	...	...	1,97,57	...	1,97,57	61,267	(p)	8	
69	62	...	...	...	...	42,59	...	42,59		(q)	8	
65	57	28	...	...	...	26,69	...	26,69		(r)	8	
69	64	5,57	...	...	83	67,04	30,59	97,63		(s)	8	
1,33	1,07	...	...	44,99	...	21,52,11	...	21,52,11	17,472	(a)	9	
										(c)	9	
33	31	...	...	64	...	11,24	...	11,24	75	(a)	57	
...	...	95,22	...	4,82,76	6,89	1,44,22,61	1,07,08	1,45,29,69	1,04,075			

NOTE 2.—The Premia paid in purchase of companies' lines are as under:—

	£		Rs.
East Indian railway	6,550,000	@ Rs. 15 = £1 =	9,82,50,000
Eastern Bengal railway	1,136,437	,,	= 1,70,46,555
Sindh, Punjab and Delhi railway	2,933,804	,,	= 4,40,07,060
South Indian railway	989,277	,,	= 1,48,39,155
Oudh and Rohilkhand railway	1,036,049	,,	= 1,55,40,735
Great Indian Peninsula railway	14,859,218	,,	= 22,28,88,270
Bombay, Baroda and Central India railway	4,135,280	,,	= 6,20,29,200
Madras railway	2,561,928	,,	= 3,84,28,920

(*i*) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).					
				On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.							Open.	Under construction.
1	2	3	4	5	6	7	8	9	10

DIX 3—*contd.*

(*ii*) *total capital outlay to end of the financial year 1916-17.*

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES.												
1,84	1,40	47,49	...	67,80	...	35,97,63	2,32	35,99,95		(*a*)	1	
										(*b*)	1	
										(*c*)	1	
61	56	...	...	...	...	4,89,08	...	4,89,08	28,097	(*e*)	1	
										(*g*)	1	
										(*h*)	1	
20	19	...	...	...	...	10,03	...	10,03	67	(*i*)	1	
2,39	1,54	...	...	65,04	...	25,18,41	...	25,18,41		(*a*)	2	* Includes the capital outlay on the Patri branch (Rs. 8,08,405).
90	74	...	...	63,98	...	17,16,38	...	17,16,38	30,956	(*f*)	2	
										(*k*)	2	
48	46	...	...	...	...	14,10	...	14,10		(*n*)	2	
2,80	1,62	20,06	...	1,28,84	...	72,11,24	...	72,11,24	56,267	(*a*)	4	
1,51	1,36	...	...	...	...	1,19,77	...	1,19,77	798	(*d*)	4	
2,47	1,53	...	...	1,42,76	...	64,37,12	1,40,12	65,77,24	51,961	(*a*)	5	
1,18	83	...	...	...	...	1,47,97	...	1,47,97	986	(*b*)	5	
1,18	1,09	...	...	...	...	47,43	...	47,43	316	(*c*)	5	
3,40	...	...	...	...	...	40,94	...	40,94	273	(*d*)	5	† Includes the expenditure on the Native State section.
1,05	95	...	...	...	...	79,21	...	79,21	528	(*g*)	5	
1,75	1,40	...	...	44,35	...	18,80,59	...	18,80,59	25,196	(*a*)	6	
89	80	...	...	22,42	...	13,80,55	...	13,80,55		(*d*)	6	
32	29	...	...	...	...	10,17	...	10,17	68	(*g*)	6	
62	56	...	...	3,66	...	1,88,65	...	1,88,65	1,389	(*k*)	6	
61	54	...	...	...	...	12,49	...	12,49	88	(*b*)	7	
1,58	1,36	...	...	17,24	...	7,20,79	...	7,20,79		(*a*)	10	
1,09	92	29,64	...	39,93	...	10,32,71	...	10,32,71		(*b*)	10	
2,82	2,43	...	...	2,29	...	83,89	...	83,89	15,018	(*c*)	10	
40	38	...	...	34	...	29,91	...	29,91		(*k*)	10	
43	39	...	...	23	...	11,02	...	11,02		(*l*)	10	
83	...	...	...	...	...	43,72	...	43,72	1,317	(*i*)	10	
2,03	...	21	...	...	3,57	1,18,47	35,26	1,53,73		(*j*)	10	‡ Outlay supplied by the Travancore Durbar.
...	...	97,40	...	5,98,88	3,57	2,79,42,27	1,77,70	281,19,97	213,320			

(i) Capital outlay during the financial year an d

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
		II.—STATE LINES WORKED							
		Brought forward .		21,36	39,72	2,23,05	2,84,13	2,72,45,99	1,74,13
11	(*a*)	Assam-Bengal	3′ 3⅜″	17,12	—2,23	3,54	18,43	15,60,81	22,81
12	(*b*)	Tirhoot	,,	2	—4,97	1,00	—3,95	7,81,71	34
15	(*a*)	Burma	,,	...	3,78	2,75	6,53	17,16,12	...
15	(*b*)	Burma extensions	,,	...	—35	4	—31	2,17,73	26
15	(*c*)	Southern Shan States . . .	,,	—50	—25	29	—46	1,52,32	...
20	(*c*)	Jodhpur-Hyderabad (British section) .	,,	...	...	22	22	44,36	...
25	(*b*)	Lucknow-Bareilly	,,	...	—31	11	—20	1,91,60	...
		Total .	...	38,00	35,39	2,31,00	3,04,39	3,19,10,64	1,97,54
		Unclassified Expenditure .	...	...	...	...	...	...	...
		Total State Railways .	...	111,33	72,04	2,73,64	4,57,01	4,57,55,27	2,97,73
		III.—BRANCH LINE COMPANIES' RAILWAYS							
		A—Worked by the Branch							
27	(*a*)	Ahmadpur-Katwa	2′ 6″	9,34	10	...	9,44	...	15,98
29	(*a*)	Arakan Light	,,	27	...	...	27	...	17,28
32	(*a*)	Bankura-Damoodar River . . .	,,	8,14	2,89	...	11,03	32,59	...
37	(*a*)	Burdwan-Katwa	,,	...	9	82	91	17,75	...
43	(*a*)	Futwah-Islampur	,,	2,72	...	...	2,72	...	3,79
46	(*a*)	Kalighat-Falta	,,	6,75	2,15	...	8,90	...	11,28
		Total .	...	27,22	5,23	82	33,27	50,34	48,33
		B—Worked by							
9	(*b*)	Hardwar-Dehra	5′ 6″	...	...	6	6	30,34	...
11	(*c*)	Chaparmukh-Silghat	3′ 3⅜″	13,90	...	...	13,90	...	16,81
11	(*d*)	Katakhal-Lalabazar	,,	2,46	...	...	2,46	...	2,46
35	(*b*)	Dasghara-Jamalpurganj	2′ 6″	71	...	...	71	...	1,13
		Total .	...	17,07	...	6	17,13	30,34	20,40

DIX 3—*contd.*

(*ii*) *total capital outlay to end of the financial year 1916-17.*

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES—*concld.*												
...	...	97,40	...	5,98,88	3,57	2,79,42,27	1,77,70	2,81,19,97	213,320			
1,90	1,58	69,32	...	12,98	73	16,43,11	23,54	16,66,65	10,949	(*a*)	11	
96	77	11,78	...	11,23	...	8,04,72	34	8,05,06	5,367	(*b*)	12	
1,28	96	17,50	...	57,62	...	17,91,24	...	17,91,24	14,190	(*a*)	15	
1,16	93	2,41	...	...	...	2,20,14	26	2,20,40		(*b*)	15	
2,19	1,98	...	...	1,19	...	1,53,51	...	1,53,51		(*c*)	15	
36	31	26	...	4	...	44,66	...	44,66	298	(*c*)	20	
61	51	...	...	6,72	...	1,98,32	...	1,98,32	1,347	(*b*)	25	
...	...	1,98,67	...	6,88,66	4,30	3,27,97,97	2,01,84	3,29,99,81	245,471			
...	...	...	...	...	...	...	...	60,94	406			
...	...	2,93,89	...	11,71,42	11,19	4,72,20,58	3,08,92	4,75,90,44	349,952			
UNDER GUARANTEE TERMS.												
Line Company.												
...	...	...	...	...	37	...	16,35	16,35	109	(*a*)	27	
...	...	...	...	...	44	...	1 772	17,72	118	(*a*)	29	
...	...	...	...	1,35	...	33,94	...	33,94	226	(*b*)	32	
...	...	...	...	7	...	17,82	...	17,82	119	(*a*)	37	
...	...	...	...	...	46	...	4,25	4,25	28	(*a*)	43	
...	...	...	...	...	10	...	11,38	11,38	76	(*a*)	46	
...	...	...	...	1,42	1,37	51,76	49,70	1,01,46	676			
the Main Line.												
95	83	...	...	...	...	30,34	...	30,34	202	(*b*)	9	
...	...	...	...	...	10	...	16,91	16,91	113	(*c*)	11	
...	...	...	...	...	20	...	2,66	2,66	18	(*d*)	11	
...	...	...	...	...	64	...	1,77	1,77	12	(*b*)	35	
...	...	...	...	...	94	30,34	21,34	51,68	345			

APPEN

(i) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railways.	Gauge.	Capital outlay on final heads during the Financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10

DIX 3—*contd.*

(ii) total capital outlay to end of the financial year 1916-17.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
RAILWAYS UNDER REBATE TERMS.												
Line Company.												
49	43	...	...	37	..	16,38	...	16,38	109	(a)	38	
51	47	...	...	...	...	12,92	...	12,92	86	(a)	44	
47	44	...	...	1,93	...	15,11	...	15,11	101	(a)	49	
...	...	...	...	2,30	...	44,41	...	44,41	296			
the Main Line.												
...	...	...	...	...	..	...	2	2	...	(j)	1	
...	...	...	...	...	1	...	7,39	7,39	49	(k)	1	
85	80	...	...	...	...	1,32,11	...	1,32,11	881	(e)	2	
33	31	...	...	...	...	11,18	...	11,18	74	(g)	2	
42	36	...	...	...	...	37,24	...	37,24	248	(h)	2	
1,60	1,27	...	...	1,90	...	86,80	...	86,80	579	(b)	3	
48	41	...	...	...	...	26,76	...	26,76	178	(e)	3	
...	...	...	16	—	99	...	3,81	3,81	25	(f)	3	
42	40	...	...	1	...	11,60	...	11,60	77	(h)	5	
57	52	...	...	99	...	67,58	...	67,58	451	(i)	5	
...	...	...	...	...	1	...	7,26	7,26	48	(k)	5	
...	...	...	...	...	53	...	8,86	8,86	59	(l)	5	
63	54	...	...	...	...	33,97	...	33,97	226	(b)	8	
70	65	...	...	...	...	31,48	...	31,48	210	(d)	8	
51	47	...	...	9	...	23,84	...	23,84	159	(g)	8	
51	46	...	...	...	24	13,19	10,05	23,24	177	(h)	8	
71	64	...	...	23	...	27,24	...	27,24	182	(j)	8	
64	54	...	...	...	...	2,72,88	...	2,72,88	1,683	(k)	8	
1,02	90	...	...	...	...	1,32,41	...	1,32,41	883	(l)	8	
61	55	...	...	...	...	92,90	...	92,90	620	(m)	8	
73	66	...	...	...	...	1,52,88	...	1,52,88	1,019	(n)	8	
29	28	...	...	2	...	22,58	...	22,58	151	(o)	8	
...	...	...	...	...	...	...	2,36	2,36	16	(t)	8	
48	46	...	...	...	...	51,10	...	51,10	341	(b)	52	
...	...	...	16	3,24	1,78	12,27,74	39,75	12,67,49	8,336			

APPEN

(i) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
				V.—BRANCH LINE COMPANIES' RAILWAYS					
12	(*b*)	Mymensingh-Bhalrab Bazar . .	3′ 3⅜″	36,88	...	...	36,88	...	60,20
		Total .	...	36,88	...	...	36,88	...	60,20
				VI.—COMPANIES' LINES SUBSIDIZED					
4	(*b*)	Delhi-Umballa-Kalka	5′ 6″	...	...	2,97	2,97	1,94,98	...
5	(*j*)	Matheran Light*	2′ 0″	...	...	3	3	11,42	...
12	(*a*)	Bengal and North-Western* . . .	3′ 3⅜″	...	—4,92	4	—4,88	9,55,18	4
13	(*b*)	Bengal Dooars Extensions* . . .	,,	83	10	1,08	2,01	1,00,31	4,27
20	(*d*)	Mirpur Khas-Jhudo*	,,	...	...	7	7	7,32	...
20	(*e*)	Mirpur Khas-Khadro*	,,	...	...	...	...	8,23	...
25	(*a*)	Rohilkund and Kumaon . . .	,,	...	—23	—30	—53	1,69,34	...
25	(*c*)	Powayan Light*	2′ 6″	...	...	...	...	8,95	...
34	(*a*)	Barsi Light*	,,	23	—36	18	5	74,72	9,41
40	(*a*)	Dehri-Rohtas Light	,,	...	39	7	46	6,47	...
42	(*a*)	Dwara-Therria Light*	,,	...	...	...	...	...	6,17‡
50	(*a*)	Shahdara (Delhi)-Saharanpur Light* .	,,	...	...	4	4	43,54	...
		Total .	...	1,06	—5,02	4,18	22	15,80,46	19,89
				VII.—COMPANIES' LINES SUBSIDIZED					
17	(*a*)	Dibru-Sadiya	3′ 3⅜″	...	1,57	38	1,95	1,14,42	...
52	(*a*)	Darjeeling-Himalayan	2′ 0″	...	36	26	62	41,04	...
		Total .	...	...	1,93	64	2,57	1,55,46	...
				VIII.—UNASSISTED					
17	(*b*)	Ledo and Tikak-Margherita Colliery .	3′ 3⅜″	...	...	...	...	16,94	...
28	(*a*)	Ambaji-Taranga Light	2′ 6″	1,51	1	...	1,52	...	8,03
35	(*a*)	Bengal Provincial	,,	...	...	8	8	11,42	...
43	(*a*)	Madaya Light	,,	...	...	...	...	Information not	
56	(*a*)	Jagadhri Light	2′ 0″	...	...	—1	—1	1,10	...
58	(*a*)	Kulasekarapatnam-Tissianvillai Light .	,,	...	8	4	12	2,98	...
		Total . . .	...	1,51	9	11	1,71	32,44	8,03

DIX 3—*contd.*

(ii) total capital outlay to end of the financial year 1916-17.

Total capital outlay to end of the financial year—(in thousands of rupees).										Classification No. of Railway (detailed in "Index" to Appendix 1).		Remarks.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense.)		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
UNDER GUARANTEE AND REBATE TERMS.												
...	...	...	...	...	6,57	...	66,77	66,77	445	(b)	11	
...	...	...	...	...	6,57	...	66,77	66,77	445			
BY THE GOVERNMENT OF INDIA.												
98	87	...	...	...	...	1,94,98	...	1,94,98	1,300	(b)	4	
90	83	...	...	...	...	11,42	...	11,42	76	(j)	5	*Receives land only from Government.
77	65	24,06	...	2,53	...	9,88,77	4	9,88,81	6,644	(a)	12	
86	77	...	...	2,72	10	1,03,03	4,37	1,07,40	715	(b)	13	
15	14	...	...	...	...	7,32	...	7,32	49	(d)	20	† Includes an expenditure of Rs. 6,18,993 incurred prior to the transfer of the working of the line to the Rohilkund and Kumaon Railway Company.
17	16	...	...	...	...	8,23	...	8,23	55	(e)	20	
65	58	...	...	7	...	1,69,41	...	1,69,41	1,164	(a)	25	
23	23	...	...	...	...	†8,95	...	8,95	60	(c)	25	
64	57	...	...	1,34	...	76,06	9,41	85,47	570	(a)	34	
27	23	...	...	41	...	6,88	...	6,88	46	(a)	40	
...	...	...	...	...	80	...	6,97	6,97	46	(a)	42	‡No expenditure has been incurred on the line since 1914.
47	43	...	...	57	...	44,11	...	44,11	294	(a)	50	
...	...	24,06	...	14,64	90	16,19,16	20,79	16,39,95	11,219			
BY LOCAL GOVERNMENTS.												
1,33	1,09	23	...	1,50	...	1,16,15	...	1,16,15	774	(a)	17	
80	70	...	...	3,69	...	44,73	...	44,73	298	(a)	52	
...	...	23	...	5,19	...	1,60,88	...	1,60,88	1,072			
COMPANIES' LINES.												
3,08	98	...	...	...	...	16,94	...	16,94	113	(b)	17	
...	...	...	...	...	60	...	8,63	8,63	58	(a)	28	
34	32	1	...	46	...	11,89	...	11,89	79	(a)	35	
available	...	..	...	...	...	...	...	...	...	(a)	48	
33	2 9	...	...	2	...	1,12	...	1,12	7	(a)	56	
17	15	...	...	...	...	2,98	...	2,98	20	(a)	58	
...	...	1	...	48	60	32,93	8,63	41,56	277			

(i) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open	Under construction.
1	2	3	4	5	6	7	8	9	10
								IX.—DISTRICT	
6	(c)	Tenali-Repalle	5′ 6″	...	...	2,19	2,19	14,25	...
6	(e)	Bezwada-Masulipatam	3′ 3⅜″	...	...	7	7	22,15	...
10	(e)	Podanur-Pollachi	,,	...	...	21	21	10,48	...
10	(h)	Tanjore District Board	,,	9,70	...	13	9,83	54,21	11,41
10	(m)	Suramangalam-Salem	5′ 6″	3,53	...	...	3,53	...	4,73
10	(o)	Tinnevelly-Tiruchendur	3′ 3⅜″	4,66	...	...	4,66	...	5,71
		TOTAL	...	17,89	...	2,51	20,40	1,01,09	21,85
					X.—COMPANIES' LINES SUBSIDIZED				
13	(a)	Bengal Dooars	3′ 3⅜″	...	—1	8	7	31,59	...
30	(a)	Arrah-Sasaram Light	2′ 6″	...	...	...	..	22,50	...
33	(a)	Baraset-Basirhat Light	,,	...	...	1,06	1,06	23,34	...
36	(a)	Bukhtiarpur-Bihar Light	,,	...	...	·3	3	13,28	...
45	(a)	Jessore-Jhenidah	,,	...	14	57	71	13,43	...
51	(a)	Tezpore-Balipara Light	,,	..	...	...	...	4,87	...
54	(a)	Howrah-Amta Light	2′ 0″	...	—1	12	11	25,52	...
55	(a)	Howrah-Sheakhala Light	,,	...	8	...	8	7,38	...
		TOTAL	...	...	20	1,86	2,06	1,11,91	...
					XI.—NATIVE STATE LINES WORKED				
14	(a)	Bhavnagar State	3′ 3⅜″	25	1,63	15	2,03	1,18,22	25
14	(b)	Dhrangadra	,,	—6	...	...	—6	13,63	...
18	(a)	Gondal-Porbandar State	,,	...	34	9	43	72,06	...
18	(b)	Jetalsar-Rajkot	,,	...	...	2	2	16,33	...
18	(c)	Khijadiya-Dhari	,,	...	...	62	62	18,77	...
19	(a)	Jamnagar	,,	...	...	...	...	23,58	...
20	(a)	Jodhpur	,,	...	46	2,01	2,47	1,92,72	17
20	(b)	Bikaner	,,	1	15	57	73	1,20,42	11
20	(f)	Pipar-Bilara Light	2′ 0″	...	...	...	...	2,90	...
21	(a)	Junagad State	3′ 3⅜″	2,33	24	44	3,01	62,08	2,62
22	(a)	Morvi (including 2′ 6″ gauge)	,,	...	—40	—15	—55	52,39	...
23	(a)	Mysore-Arsikere	,,	11,62	36	...	11,98	...	52,44
24	(a)	Okhamandal	,,	1,57	...	...	1,57	...	3,85
26	(a)	Udaipur-Chitorgarh	,,	...	18	...	18	22,77	...
39	(a)	Cutch State	2′ 6″	36	3	...	39	10,86	45
41	(a)&(b)	Dholpur-Bari, including Mohari-Barauli Section.*	,,	...	...	...	...	12,42	...
47	(a)	Kolar District	,,	2,42	60	...	3,02	16,25	...
53	(a)	Gwalior Light	2′ 0″	...	71	26	97	75,66	...
59	(a)	Tarikere-Narasimharajapura	,,	44	9	...	53	3,47	...
		TOTAL	...	18,94	4,39	4,01	27,34	8,34,43	59,89

DIX 3—*contd.*

(ii) total capital outlay to end of the financial year 1916-17.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
BOARDS' LINES.												
66	62	...	...	...	...	14,25	...	14,25	95	(c)	6	
43	38	...	...	..	...	22,15	...	22,15	148	(e)	6	
42	39	...	...	1	...	10,49	...	10,49	70	(e)	10	
48	44	...	...	...	62	54,21	12,03	66,24	442	(h)	10	
...	...	...	...	...	...	...	47,3	4,73	32	(m)	10	
...	...	...	...	...	7,80	...	13,51	13,51	90	(o)	10	
...	...	..	...	1	8,42	1,01,10	30,27	1,31,37	877			
BY DISTRICT BOARDS.												
87	77	1,35	...	22	...	33,16	...	33,16	215	(a)	13	
35	32	...	...	17	...	22,67	...	22,67	151	(a)	30	
45	41	...	...	48	...	23,82	...	23,82	159	(a)	33	
40	38	...	...	32	...	13,60	...	13,60	91	(a)	36	
36	34	...	...	6	...	13,49	...	13,49	90	(a)	45	
24	23	...	...	...	...	4,87	...	4,87	32	(a)	51	
58	52	...	...	92	...	26,44	...	26,44	176	(a)	54	
37	35	...	...	26	...	7,64	...	7,64	51	(a)	55	
...	...	1,35	...	2,43	...	1,45,69	...	1,45,69	965			
BY NATIVE STATES.												
58	51	...	...	3,59	...	1,21,81	25	1,22,06	814	(a)	14	
32	29	...	...	30	...	13,93	...	13,93	93	(b)	14	
50	45	...	...	2,71	...	74,77	...	74,77	498	(a)	18	
35	32	...	...	11	...	16,34	..	16,34	109	(b)	18	
50	45	...	...	78	...	19,55	...	19,55	130	(c)	18	
47	44	...	...	51	...	24,09	...	24,09	161	(a)	19	
32	29	...	...	11,77	...	2,04,49	17	2,04,66	1,364	(a)	20	
24	23	...	...	5	...	1,20,47	11	1,20,58	804	(b)	20	
11	11	...	...	...	...	2,90	...	2,90	19	(f)	20	
51	47	...	...	1,90	...	63,98	2,62	66,60	444	(a)	21	
56	51	...	...	1,21	...	53,60	...	53,60	357	(a)	22	
...	...	...	...	...	12,91	...	65,35	65,35	436	a)	23	
...	...	...	...	...	2,64	...	6,49	6,49	43	(a)	24	
34	31	...	...	...	...	22,77	...	22,77	152	(a)	26	
29	27	...	...	...	...	10,86	45	11,31	75	(a)	39	
34	22	...	...	...	...	12,42*	...	12,42	83	(a) & (b)	41	* These figures do not include expenditure incurred by the Imperial Delhi, Committee, prior to the opening of the Mohari-Barauli section.
30	29	...	...	84	...	17,09	...	17,09	114	a)	47	
30	30	...	...	...	...	75,66	...	75,66	504	(a)	53	
25	24	...	...	1	...	3,48	...	3,48	23	(a)	59	
...	...	...	...	23,78	15,55	8,58,21	75,44	9,33,65	6,223			

(i) *Capital outlay during the financial year and*

Classification No. of railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay on final heads during the Financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
		XII.—NATIVE STATE LINES WORKED							
1	(*d*)	Mourbhanj State	2′ 6″	...	...	1	1	7,27	...
1	(*f*)	Parlakimedi Light	″	...	...	4	4	7,67	...
2	(*b*)	Nagda-Ujjain	5′ 6″	...	...	2	2	22,55	...
2	(*c*)	Petlad-Cambay (Anand-Tarapur section)	″	...	...	13	13	12,65	...
2	(*d*)	Petlad-Cambay (Tarapur–Cambay section)	″	...	...	1	1	8,76	...
2	(*i*)	Gaekwar's Mehsana	3′ 3⅜″	...	...	1,41	1,41	68,98	...
2	(*j*)	Jaipur State	″	92	...	1,44	2,36	40,83	5,28
2	(*k*)	Palanpur-Deesa*	″	...	...	...	...	1,85	...
2	(*l*)	Vijapur-Kalol-Kadi	″	48	...	...	48	16,32	48
2	(*m*)	Bilimora-Kalamba	2′ 6″	...	...	89	89	14,82	...
2	(*o*)	Gaekwar's Dabhoi	″	8,14	2,78	41	11,33	49,64	22,01
2	(*p*)	Kosamba-Zankhvav	″	...	...	4	4	13,25	...
2	(*q*)	Petlad-Vaso	″	...	1,04	7	1,11	8,80	...
2	(*r*)	Rajpipla State	″	1,45	2	7	1,54	14,50	1,76
2	(*s*)	Bodeli-Chhota-Udaipur	″	4,16	...	...	4,16	...	7,36
3	(*d*)	Cooch Behar State	3′ 3⅜″	...	...	2	2	19,58	...
4	(*c*)	Jind-Panipat (Native State section)	5′ 6″	...	...	3,56	3,56	15,99	...
5	(*d*)	Bhopal-Itarsi (Native State section)	″	...	...	...	...	50,00	...
5	(*e*)	Bhopal-Ujjain	″	...	...	5	5	78,87	...
5	(*f*)	Bina-Goona-Baran	″	...	...	1	1	1,00,53	...
6	(*b*)	Kolar Gold-fields	″	...	...	...	...	12,09	...
6	(*f*)	Birur-Shimoga	3′ 3⅜″	...	...	1	1	24,38	...
		Carried over	...	15,15	3,84	8,19	27,18	5,89.33	36,89

DIX 3—*contd.*

(ii) total capital outlay to end of the financial year 1916-17.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
BY THE MAIN LINE.												
22	21	...	...	...	...	7,27	...	7,27	48	(*d*)	1	
31	29	...	...	...	...	7,67	...	7,67	51	(*f*)	1	
69	67	...	...	...	...	22,55	...	22,55	150	(*b*)	2	
59	51	...	...	11	...	12,76	...	12,76	85	(*c*)	2	
71	54	...	...	...	...	8,76	...	8,76	58	(*d*)	2	
42	38	...	...	...	...	68,98	...	68,98	460	(*i*)	2	
38	35	...	...	...	5,60	40,83	10,88	51,71	345	(*j*)	2	
†25	†23	...	...	...	...	1,85	...	1,85	12	(*k*)	2	* The expenditure shown against this railway in this part represents the capital outlay incurred by the Palanpur Durbar. † Calculated on the outlay incurred by Government and the Palanpur Durbar.
35	32	...	...	...	2,13	16,32	2,61	18,93	126	(*l*)	2	
56	51	...	...	15	...	14,97	...	14,97	100	(*m*)	2	
34	30	...	...	29	5,78	49,93	27,79	77,72	518	(*o*)	2	
51	46	...	...	4	...	13,29	...	13,29	89	(*p*)	2	
46	39	...	...	...	...	8,80	...	8,80	59	(*q*)	2	
39	36	...	...	...	...	14,50	1,76	16,26	108	(*r*)	2	
...	...	...	...	...	59	...	7,95	7,95	53	(*s*)	2	
59	55	4	...	...	...	19,62	...	19,62	131	(*d*)	3	
57	57	...	...	...	...	15,99	...	15,99	107	(*c*)	4	
1,12	‡1,28	...	...	...	...	50,00	...	50,00	333	(*d*)	5	‡ Including the British section.
70	64	...	...	...	...	78,87	...	78,87	526	(*e*)	5	
69	64	...	...	...	...	1,00,53	...	1,00,53	670	(*f*)	5	
1,22	77	...	...	...	...	12,09	...	12,09	81	(*b*)	6	
64	57	...	...	...	...	24,38	...	24,38	162	(*f*)	6	
...	...	4	...	59	14,10	5,89,96	50,99	6,40,95	4,272			

(i) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads. (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
									XII.—NATIVE STATE
		Brought forward . .		15,15	3,84	8,19	27,18	5,89,33	36,89
6	(*h*)	Hindupur (Yesvantpur-Mysore Frontier).	3′ 3⅜″	...	...	14	14	25,25	...
6	(*i*)	Kolhapur State	,,	...	...	...	...	23,26	...
6	(*j*)	Mysore-Nanjangud	,,	...	...	...	...	6,60	...
6	(*l*)	Sangli State	,,	...	...	...	...	1,78	...
7	(*c*)	Hingoli Branch	,,	...	...	—3	—3	31,88	...
7	(*e*)	Secunderabad-Gadwal	,,	7,78	...	...	7,78	67,06	8,72
8	(*c*)	Jammu and Kashmir (Native State section)	5′ 6″	...	...	1	1	10,54	...
8	(*e*)	Khanpur-Chachran	,,	...	...	...	...	14,00	...
8	(*f*)	Ludhiana-Dhuri-Jakhal	,,	...	...	34	34	42,88	...
8	(*i*)	Rajpura-Bhatinda	,,	...	...	36	36	73,11	...
10	(*g*)	Shoranur-Cochin	3′ 3⅜″	...	45	7	52	69,78	...
		TOTAL .	...	22,93	4,29	9,08	36,30	9,55,41	45,61
									XIII.—COMPANIES' LINES GUARANTEED
7	(*a*)	Nizam's Guaranteed State . . .	5′ 6″	...	2,11	2,84	4,95	5,18,05	...
7	(*d*)	Hyderabad-Godavari Valley . . .	3′ 3⅜″	...	—32	1,95	1,63	3,14,97	...
31	(*a*)	Bangalore-Chik Ballapur Light . .	2′ 6″	—43	7	...	—36	9,32	...
		TOTAL .	...	—43	1,86	4,79	6,22	8,42,34	...
									XIV.—LINES IN FOREIGN TERRITORY WORKED
6	(*m*)	West of India Portuguese . . .	3′ 3⅜″	...	...	1,33	1,33	1,94,73	...
10	(*d*)	Peralam-Karaikkal	,,	...	...	...	...	7,24	...
10	(*f*)	Pondicherry	,,	...	...	...	...	5,69	...
		TOTAL .	...	...	...	1,33	1,33	2,07,66	...
		Total other Railways .	...	1,70,53	15,73	61,18	2,47,44	61,98,49	3,22,01
		GRAND TOTAL .	...	2,81,86	87,77	3,34,82	7,04,45	5,19,53,76	6,19,74

DIX 3—*concld.*

(ii) total capital outlay to end of the financial year 1916-17.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
LINES WORKED BY THE MAIN LINE—*concld.*												
...	...	4	...	59	14,10	5,89,96	50,99	6,40,95	4,272			
49	46	...	...	...	...	25,25	...	25,25	168	(*h*)	6	
79	75	...	...	...	...	23,26	...	23,26	155	(*i*)	6	
42	39	...	...	...	...	6,60	...	6,60	44	(*j*)	6	
36	34	...	...	...	...	1,78	...	1,78	12	(*l*)	6	
63	57	...	...	5	...	31,93	...	31,93	213	(*c*)	7	
65	57	...	...	7,70	1,00	74,70	9,72	84,42	563	(*e*)	7	
66	55	...	...	...	...	10,54	...	10,54	70	(*c*)	8	
64	55	...	...	...	...	14,00	...	14,00	93	(*e*)	8	
55	51	...	...	...	...	42,88	...	42,88	286	(*f*)	8	
68	55	..	...	...	...	73,11	...	73,11	487	(*i*)	8	
1,08	92	87	...	36	...	71,01	...	71,01	473	(*g*)	10	
...	...	91	...	8,70	15,10	9,65,02	60,71	10,25,73	6,836			
BY NATIVE STATES.												
1,57	1,37	...	...	12,26	...	5,30,31	...	5,30,31	3,535	(*a*)	7	
81	71	...	...	7,87	...	3,22,84	...	3,22,84	2,152	(*d*)	7	
32	31	...	...	2	...	9,34	...	9,34	62	(*a*)	31	
...	...	...	...	20,15	...	8,62,49	...	8,62,49	5,749			
BY BRITISH INDIAN RAILWAY COMPANIES.												
3,81	2,93	...	...	...	...	1,94,73	...	1,94,73	1,568	(*m*)	6	
49	43	...	...	...	...	7,24	...	7,24	48	(*d*)	10	
72	56	..	...	...	...	5,69	...	5,69	38	(*f*)	10	
...	...	...	...	...	...	2,07,66	...	2,07,66	1,654			
...	...	2[illegible],56	16	28,34	51,23	63,07,39	3,73,40	66,80,79	44,970			
...	...	2,20,45	16	12,53,76	62,42	5,35,27,97	6,82,82	5,42,71,23*	394,922			

*Includes Rs. 60,94,000 or £406,000 on account of "Unclassified expenditure, *vide* columns 19 and 20 on page 283.

APPEN

Capital liability on account of railways classed

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	CAPITAL LIABILITY							
			Share capital of purchased railways being paid off by annuities.							
				Deduct						
Main head.	Sub-head.		Commuted value of stock purchased.	Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.	State outlay.	Amount outstanding of debt incurred for purchase of railways.
1	2	3	4	5	6	7	8	9	10	11
			£	£	£	£	£	£	£	£
										I.—STATE LINES
3	(a) & (c)	Eastern Bengal 5′ 6″, 3′ 3⅜″ and 2′ 6″ gauges	3,391,917	542,070	...	2,849,847	454,356	2,395,491	19,451,157	(a) 1,282,389
...	...	Lower Ganges Bridge	...	...	...	...	...	...	2,342,144	...
...	...	Raja Bhat Khawa-Dalsingpara	...	...	...	...	...	...	74,799	...
...	...	Rangya-Tangla	...	...	...	...	...	...	85,257	...
...	...	Singhjani-Phulchari	...	...	...	...	...	...	140,957	...
57	...	Jorhat (Provincial)	...	...	...	...	...	...	74,917	...
8	(a)	North Western	14,009,124	4,911,216	...	9,097,908	1,366,356	7,731,552	19,732,309	(b) 3,376,021
...	...	Laki-Pezu-Tank	...	...	...	...	...	...	203,900	...
...	...	Nushki Extension	...	...	...	...	...	...	496,516	...
9	(a)	Oudh and Rohilkhand	...	...	...	...	...	...	8,172,373	(c) 10,686,145
...	...	Bilaspur-Etawah	...	...	...	...	...	...	5,009	...
...	...	Frontier Railway Reserve Material	...	...	...	...	...	...	48,650	...
...	...	Ganges Bridge	...	...	...	...	...	...	5,094	...
...	...	Nagpur-Chhattisgarh (Depreciation Account)	...	...	...	...	...	...	43,803	...
...	...	Petroleum operations, Baluchistan	...	...	...	...	...	...	7,946	...
...	...	Ranaghat-Bhagwangola	...	...	...	...	...	...	20,163	...
...	...	Sabarmati-Dholka	...	...	...	...	...	...	3,993	...
...	...	Southern Mahratta (Depreciation on works)	...	...	...	...	...	...	35,138	...
...	...	Umaria Colliery (Depreciation on works)	...	...	...	...	...	...	12,178	...
...	...	Vizagapatam-Raipur	...	...	...	...	...	...	16,336	...
...	...	Warora Colliery	...	...	...	...	...	...	69,428	...
...	...	State Railway Stores	...	...	...	...	...	...	42,886	...
...	...	Expenditure in England for stores purchased and remaining unappropriated.	...	...	...	...	...	...	62,721	...
		Total	17,401,041	5,453,286	...	11,947,755	1,820,712	10,127,043	81,147,674	15,344,555
										II.—STATE LINES WORKED
11	(a)	Assam-Bengal	...	...	...	...	...	...	7,782,610	...
2	(a)	Bombay, Baroda and Central India	...	...	...	...	...	...	20,001,021*	12,556,903
15	(a)	Burma	...	...	...	...	...	...	6,494,155	...
15	(b)	Burma Extensions	...	...	...	...	...	...	2,492,706	...
		Carried over	...	...	...	...	...	...	36,770,492	12,556,903

* Includes £134,000 on account of the contribution from the Company's Provident Fund.

NOTE.—In lieu of the purchase and cancellation of India stock,
(a) £4,588 War Loan 4½% "B" stock 1925-45 was also held on the 31st March 1917 on account of the Sinking Fund in respect of this railway.
(b) £37,780 ditto ditto.
(c) £2,113 ditto ditto.

DIX 4.

as State railways at the end of 1916-17.

AT END OF THE YEAR.

Nominal amounts of Companies' capital.						Overdrafts.	Capital not bearing interest including discounts on capital raised.	Advances by the Secretary of State to Companies.				Total capital liability (excluding capital not bearing interest, column 19).
Share Capital.				Debentures and Debenture stock.								
In England.		In India.		In England.				In England.		In India.		
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			Rate of interest.	Amount.	Rate of interest.	Amount.	
12	13	14	15	16	17	18	19	20	21	22	23	24
	£		£		£	£	£		£		£	£
WORKED BY THE STATE.												
...	...	...	...	...	...	...	...	...	...	...	...	23,129,037
...	...	...	...	...	...	...	...	...	...	...	...	2,342,144
...	...	...	...	...	...	...	...	...	...	...	...	74,799
...	...	...	...	...	...	...	...	...	...	...	...	85,257
...	...	...	...	...	...	...	...	...	...	...	...	140,957
...	...	...	...	...	...	...	...	...	...	...	...	74,917
...	...	...	...	...	...	...	...	...	...	...	...	60,839,882
...	...	...	...	...	...	...	...	...	...	...	...	203,900
...	...	...	...	...	...	...	...	...	...	...	...	496,516
...	...	...	...	...	...	...	...	...	...	...	...	18,858,518
...	...	...	...	...	...	...	...	...	...	...	...	5,009
...	...	...	...	...	...	...	...	...	...	...	...	48,650
...	...	...	...	...	...	...	...	...	...	...	...	5,094
...	...	...	...	...	...	...	...	...	...	...	...	43,803
...	...	...	...	...	...	...	...	...	...	...	...	7,946
...	...	...	...	...	...	...	...	...	...	...	...	20,163
...	...	...	...	...	...	...	...	...	...	...	...	3,993
...	...	...	...	...	...	...	...	...	...	...	...	35,138
...	...	...	...	...	...	...	...	...	...	...	...	12,178
...	...	...	...	...	...	...	...	...	...	...	...	16,396
...	...	...	...	...	...	...	...	...	...	...	...	69,428
...	...	...	...	...	...	...	...	...	...	...	...	42,886
...	...	...	...	...	...	...	...	...	...	...	...	62,721
...	...	...	...	...	...	...	...	...	...	..	...	106,619,272
BY COMPANIES.												
3%	1,500,000	...	...	3½% / 3½% / 3¾% / 4 %	300,000 / 480,900 / 125,000 / 237,000	...	—1,908	...	...	...	...	10,485,510
3%	2,000,000	...	...	3½%	1,000,000	...	—40,636	...	...	...	...	35,557,924
2½%	3,000,000	...	...	3%	1,250,000	982,998	—30,181	...	...	...	...	11,727,153
...	...	...	...	...	...	...	...	...	...	...	...	2,492,706
...	6,500,000	...	...	...	3,452,900	982,998	—72,725	...	...	...	—	60,263,293

APPEN

Capital liability on account of railways classed as State

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	CAPITAL LIABILITY							
			Share capital of purchased railways being paid off by annuities.							
				Deduct.						
Main head.	Sub-head.		Commuted value of stock purchased.	Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.	State outlay.	Amount outstanding of Debt incurred for purchase of railways.
1	2	3	4	5	6	7	8	9	10	11
			£	£	£	£	£	£	£	£
										II.—STATE LINES
		Brought forward	...	...	...	...	...	...	36,770,492	12,556,903
1	(*a*) to (*c*) & (*e*), (*g*) & (*h*)	Bengal-Nagpur	...	...	...	...	...	...	*16,579,802	...
4	(*a*)	East Indian	32,750,000	7,282,366	...	25,467,634	4,498,231	20,969,403	7,570,179	9,344,542
5	(*a*)	Great Indian Peninsula	34,859,218	...	1,750,000	33,109,218	6,784,110	26,325,108	16,335,707	5,964,666
...	...	Indian Midland	...	...	...	...	...	...	2,542,056	701,321
5	(*b*)	Agra-Delhi Chord	...	...	...	...	...	...	986,446	...
5	(*c*)	Baran-Kotah	...	...	...	...	...	...	316,180	...
5	(*d*)	Bhopal-Itarsi (British section)	...	...	...	...	...	...	272,970	...
5	(*g*)	Cawnpore-Banda	...	...	...	...	...	...	528,079	...
20	(*c*)	Jodhpur-Hyderabad (British section)	...	...	...	...	...	...	297,763	...
25	(*b*)	Lucknow-Bareilly	...	...	...	...	...	...	341,409	...
6	(*a*)	Madras and Southern Mahratta†	12,819,558	...	1,500,000	11,319,558	929,582	10,389,976	9,529,447	1,718,102
7	(*b*)	Bezwada Extension	...	...	...	...	...	...	83,272	...
6	(*g*)	Dhone-Kurnool	...	...	...	...	...	...	67,773	...
6	(*h*)	Mysore section (Madras and Southern Mahratta).	...	...	...	...	...	...	...	...
10	(*a*)	South Indian	...	...	...	...	...	...	3,683,856	4,726,169
...	..	Advances to Tinnevelly-Tiruchandur	...	...	...	...	...	...	42,000	...
...	...	Coonoor-Ootacamund	...	...	...	...	...	...	286,842	...
...	..	Dharmapuri-Hosur	...	...	...	...	...	...	142,073	...
10	(*i*)	Tinnevelly-Quilon (Travancore-British section).	...	...	...	...	...	...	3,442	...
10	(*f*)	Tinnevelly-Quilon (Travancore-Native State section).	...	...	...	...	...	...	13,189	...
12	(*b*)	Tirhoot	...	...	...	...	...	...	5,158,239	...
...	...	Roserah-Khagaria	...	...	...	...	...	...	208,851	...
...	...	Samastipur-Roserah	...	...	...	...	...	...		
		TOTAL	80,428,776	7,282,366	3,250,000	69,896,410	12,211,923	57,684,487	101,760,067	35,011,073
		GRAND TOTAL	97,829,817	12,735,652	3,250,000	81,844,165	14,032,635	67,811,530	182,907,741	50,356,258

* Includes overdrafts and advances which are now treated in the accounts as State outlay.

† The figures relating to the purchase of the late Madras railway as shown in columns 4, 6, 7, 8, 9 and 11, though for convenience incorporated with those for the Madras and Southern Mahratta railway, relate also to the South Indian railway, with which a portion of the late Madras railway has been amalgamated.

NOTE.—In lieu of the purchase and cancellation of Indian stock £61,527 War Loan 4½ % "B" stock 1925-45 was also held on the 31st March 1917 on account of the Sinking Fund in respect of the East Indian railway.

DIX 4—*concld.*

railways at the end of 1916-17.

AT END OF THE YEAR.

NOMINAL AMOUNTS OF COMPANIES' CAPITAL.								ADVANCES BY THE SECRETARY OF STATE TO COMPANIES.				Total capital liability (excluding capital not bearing intsrest, column 19).
Share Capital.				Debentures and Debenture stock.		Overdrafts.	Capital not bearing interest including discounts on capital raised.	In England.		In India.		
In England.		In India.		In England.								
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			Rate of interest.	Amount.	Rate of interest.	Amount.	
12	13	14	15	16	17	18	19	20	21	22	23	24.
	£		£		£	£	£		£		£	£
WOR KED BY COMPANIES—*concld.*												
...	6,500,000	...	...	...	3,452,900	982,998	—72,725	...	...	...	...	60,263,293
3½ %	*2,995,289	...	...	3½ % 3¾ % 4 % 5 %	3,555,500 555,000 2,000,000 2,549,300	...	—70,736	...	...	...	...	28,234,891
...	...	...	...	3 % 3½ % 4½ %	8,000,000 7,000,000 3,500,000	...	—751,457	...	...	...	...	56,384,124
3 %	2,575,000	...	...	3½ %	3,500,000	...	—246,842	3¼ %	2,500,000	...	...	57,200,481
...	...	...	...	...	...	...	...	...	...	...	...	3,243,377
...	...	...	...	...	...	...	...	...	...	...	...	986,446
...	...	...	...	...	...	...	...	...	...	...	...	316,180
...	...	...	...	...	...	...	...	...	...	...	...	272,970
...	...	...	...	...	...	...	...	...	...	...	...	528,079
...	...	...	...	...	...	...	...	...	...	...	...	297,763
...	...	...	...	3½ % 4 %	75,000 †472,000	...	13,102	...	...	3½ % 4 %	273,399 184,407	1,346,215
3½ %	4,991,540	3½ %	8,460	3¼ % 3½ % 3¾ % 4 % 4½ %	505,000 1,235,000 335,000 2,500,000 250,000	—1,129,559	—8,196	...	...	...	...	30,332,966
...	...	...	...	...	...	...	...	...	...	...	...	83,272
...	...	...	...	...	...	...	...	...	...	...	...	67,773
...	...	...	...	4 %	1,200,000	...	24,000	...	...	...	...	1,200,000
3½ %	1,000,000	...	...	3¾ % 4 % 5 %	375,000 2,318,248 73,000	...	—23,004	...	...	...	...	12,176,273
...	..	...	...	...	...	...	...	...	...	...	...	42,000
...	...	...	...	...	...	...	...	...	...	...	...	286,842
...	...	...	...	...	...	...	...	...	...	...	...	142,073
...	...	...	...	3¾ % 5 %	46,334 240,766	...	432	...	...	...	...	290,542
...	...	...	...	3¾ % 5 %	78,666 696,234	...	818	...	...	...	...	788,089
...	...	...	...	...	...	...	...	...	...	...	...	5,158,239
...	...	...	...	...	...	...	...	...	...	...	...	208,851
...	18,061,829	...	8,460	...	44,512,948	—146,561	—1,134,608	...	2,500,000	...	457,806	359,850,739
...	18,061,829	...	8,460	...	44,512,948	—146,561	—1,134,608	...	2,500,000	...	457,806	366,470,011

* The nominal liability of the Secretary of State to the Company is £3,000,000, but the net liability is £2,995,289 only, as the Secretary of State took over from holders at their option the sum of £4,711 Capital Stock.

†State share of "Joint Debenture Stock" of £800,000. The proceeds of this loan were not paid over to Government.

APPEN

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head			No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		5′ 6″ GAUGE.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
			1912	30,7	3,69	88,4	4,09	415,2	4,05	15,140,9	1,09,53	651,3	56	16,326,5	1,21,92	12,89
			1st qr. of 1913	9,7	1,20	22,5	97	111,9	1,05	4,063,7	30,98	172,7	15	4,380,5	34,35	3,47
			1913-14.	31,9	3,96	100,8	4,21	506,5	5,06	15,686,7	1,11,73	770,3	69	17,096,2	1,25,65	14,56
1	(a) to (c), (e) & (g) to (i)	Bengal-Nagpur.	1914-15.	32,5	3,85	101,5	4,36	572,0	5,57	15,409,2	1,01,56	762,6	66	16,877,8	1,16,00	14,64
			1915-16.	29,3	3,56	104,9	3,34	701,5	6,66	14,778,3	99,30	720,3	63	16,334,3	1,14,49	16,55
			1916-17.	29,9	4,28	121,3	5,20	686,8	7,04	15,229,6	1,05,83	772,1	66	16,839,7	1,23,01	20,11
			1912	54,6	3,37	475,3	6,78	320,4	7,63	27,152,3	83,42	9,024,3	5,32	37,027,1	1,06,52	16,10
			1st qr. of 1913	19,1	1,14	126,0	1,81	84,9	2,16	7,085,6	21,41	2,475,9	1,41	9,791,5	28,01	3,92
2	(a) to (e) & (m) to (r)	Bombay, Baroda and Central India.	1913-14.	60,1	3,74	513,6	6,86	296,4	7,75	28,766,2	87,35	9,771,1	5,73	39,407,4	1,11,43	19,25
			1914-15.	48,1	3,36	513,5	7,36	336,0	7,23	29,439,5	90,64	9,747,8	5,69	40,084,9	1,14,28	27,27
			1915-16.	49,1	2,91	538,1	7,74	539,6	8,59	31,309,9	91,44	10,213,7	5,94	42,650,4	1,16,58	22,16
			1916-17.	60,3	3,52	638,8	9,10	636,9	10,60	33,741,9	1,01,61	10,799,6	6,23	45,877,5	1,31,06	26,43
			1912	*89,4	2,34	*248,7	3,04	*2,713,8	8,58	*26,058,3	50,29	*3,865,1	3,39	*32,975,3	67,61	9,68
			1st qr. of 1913	*20,4	54	*70,4	70	*709,5	2,08	*7,018,9	14,55	*1,087,6	90	*8,906,8	18,77	2,23
3	(a) & (b)	Eastern Bengal.	1913-14.	*65,2	2,64	*257,3	3,14	*3,024,9	8,68	*28,534,9	54,79	*4,347,6	3,67	*36,229,9	72,92	10,33
			1914-15.	*59,9	2,14	*254,1	3,13	*3,085,8	8,51	*26,867,4	48,20	*4,667,7	3,81	*34,934,9	65,79	8,74
			1915-16.	*57,4	2,29	*256,8	3,32	*3,172,8	9,28	*26,507,8	55,14	*4,983,5	4,22	*34,978,3	74,25	9,62
			1916-17.	*62,6	2,78	*286,6	3,67	*3,435,1	9,69	*28,179,8	58,29	*5,328,7	4,49	*37,292,8	78,92	10,88
			1912	83,4	9,47	256,6	10,60	2,534,6	23,41	33,686,9	2,34,07	2,669,7	2,45	39,231,2	2,80,00	39,58
			1st qr. of 1913	26,7	3,40	69,6	2,89	679,6	6,25	8,596,6	60,07	702,7	67	10,075,2	73,28	10,58
4	...	East Indian.	1913-14.	88,2	10,37	271,2	10,86	2,744,1	25,40	35,500,4	2,43,12	2,958,9	2,71	41,562,8	2,92,46	37,00
			1914-15.	75,7	8,03	273,5	10,58	2,723,2	25,25	35,146,0	2,32,89	3,236,7	2,81	41,455,1	2,79,56	43,13
			1915-16.	77,0	8,23	289,3	11,63	2,813,9	26,12	35,003,0	2,27,83	3,369,9	2,90	41,553,1	2,76,71	42,60
			1916-17.	81,3	9,48	319,9	13,82	2,537,8	25,30	36,005,8	2,37,74	3,267,9	2,81	42,212,7	2,89,15	53,65
			1912	88,4	12,21	347,0	13,46	74,5	2,01	28,470,6	1,75,58	6,510,6	3,39	35,491,1	2,06,65	40,34
			1st qr. of 1913.	23,6	3,74	87,5	3,58	33,6	76	7,629,2	47,50	1,849,3	90	9,623,2	56,48	10,83
5	...	Great Indian Peninsula.	1913-14.	90,5	13,42	364,0	14,34	139,5	3,62	30,103,0	1,91,93	7,069,0	3,55	37,766,0	2,26,86	44,99
			1914-15.	85,9	12,02	367,4	14,98	145,1	3,80	28,007,0	1,79,39	6,641,1	3,29	35,246,5	2,13,48	64,15
			1915-16.	86,9	11,11	469,5	20,77	158,0	4,28	28,527,9	1,76,74	7,279,4	3,53	36,521,7	2,16,43	64,96
			1916-17.	110,0	14,84	669,4	32,88	175,5	5,00	31,071,8	2,07,74	7,896,0	3,88	39,922,7	2,64,34	83,57
			1912	*46,8	3,20	*235,6	4,15	*33,4	74	*30,949,8	66,05	*878,1	27	*32,143,7	74,41	12,54
6	(a) to (c)	Madras and Southern Mahratta.	1st qr. of 1913	*12,8	1,09	*61,8	1,01	*21,4	25	*8,177,4	18,06	*242,9	7	*8,519,3	20,48	3,25
			1913-14	*50,1	3,56	*246,5	4,36	*250,4	1,66	*34,323,8	71,75	*1,018,8	30	*35,889,6	81,63	14,91
			1914-15.	*44,6	3,01	*269,6	4,42	*302,2	1,90	*34,623,8	70,98	*1,240,1	35	*36,480,3	80,66	16,13
			1915-16	*45,1	2,97	*286,4	4,66	*367,1	2,47	*36,161,4	77,12	*1,430,4	41	*38,290,4	87,63	17,97
			1916-17.	*50,9	3,91	*334,9	6,28	*354,3	2,64	*38,665,0	85,89	*1,591,8	46	*40,996,9	99,18	22,63
			1912	9,7	60	49,0	1,01	445,9	3,60	1,397,6	7,32	36,2	6	1,938,4	12,59	2,48
			1st qr. of 1913	2,6	17	11,6	24	118,8	1,00	313,0	2,00	8,8	1	514,8	3,42	55
7	(a) & (b)	Nizam's Guaranteed State.	1913-14.	9,5	63	53,6	1,10	419,0	3,77	1,678,6	8,77	31,1	5	2,191,8	14,32	2,29
			1914-15.	8,2	52	54,9	1,12	457,4	3,91	1,605,4	8,48	34,2	4	2,160,1	14,07	2,88
			1915-16	8,1	48	58,9	1,16	493,9	4,25	1,566,1	8,17	35,0	4	2,162,0	14,10	2,23
			1916-17.	9,6	61	85,1	1,65	324,6	3,51	1,789,0	9,16	39,2	6	2,247,5	14,99	3,14

* Includes figures for the 3′ 3⅜″ gauge section.

DIX 5.

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings [In thousands.]
	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
1,34,81	2,901	1,51,03	2	30	3,034	81,04	726	14,37	20	1,37	1,73	6,683	2,49.84	49	1,19	16,30	4,02,63
37,82	910	45,37	...	4	818	22,18	180	3,79	8	56	92	1,916	72,86	13	32	4,13	1,15,26
1,40,21	3,367	1,60,51	1	17	3,049	83,21	843	16,19	26	2,09	3,52	7,286	2,65,69	49	1,65	12,55	4,20,59
1,30,64	2,918	1,48,82	2	36	3,342	94,48	1,023	18,67	18	1,69	1,28	7,303	2,65,30	42	1,26	12,39	4,10,01
1,31,04	3,262	1,70,05	5	1,00	3,352	1,05,38	966	18,38	22	1,83	1,75	7,607	2,98,39	39	1,76	12,15	4,43,73
1,43,12	3,565	2,11,52	33	4,15	3,674	1,20,85	862	16,65	22	1,62	1,93	8,156	3,56,72	44	2,08	9,92	5,12,28
1,22,62	2,573	2,08,05	1	16	222	6,49	834	10,08	29	4,60	38	3,659	2,29,76	61	...	3,04	3,56,03
31,93	739	58,22	...	3	72	1,75	286	2,29	7	1,43	−1,07	1,104	62,65	19	...	1,20	95,97
1,30,68	2,731	2,29,97	1	14	247	7,43	1,193	11,27	34	6,57	−3,58	4,206	2,51,80	66	...	7,90	3,91,04
1,41,55	2,557	1,85,68	8	1,42	293	10,40	1,325	10,63	37	7,01	1,17	4,220	2,16,31	61	...	11,27	3,69,74
1,38,74	2,936	2,24,42	10	1,61	318	14,11	896	10,29	47	8,35	1,06	4,207	2,59,84	65	...	8,50	4,07,73
1,57,49	2,704	2,10,78	14	3,12	519	23,92	1,384	13,42	40	7,82	5,41	4,661	2,64,47	77	...	6,99	4,29,72
77,32	*2,950	95,72	*14	15	*1,057	7,88	*1,030	8,68	*12	13	2,13	*5,063	1,14,69	27	...	6,90	1,99,18
21,00	*775	19,12	*3	4	*275	2,02	*341	4,41	*5	2	57	*1,399	26,18	7	...	2,51	49,7
83,25	*3,227	97,51	*14	12	*1,229	9,98	*1,017	7,60	*24	9	1,97	*5,511	1,17,27	28	...	6,41	2,07,21
74,53	*2,925	81,56	*18	23	*1,290	10,41	*1,149	10,05	*12	2	80	*5,394	1,03,07	25	...	6,69	1,84,54
83,87	*3,087	1,03,02	*25	25	*1,220	10,58	*942	9,57	*16	5	1,00	*5,290	1,24,47	25	...	6,55	2,15,14
89,80	*3,200	1,00,80	*35	28	*1,328	11,85	*782	7,59	*23	10	1,13	*5,368	1,21,75	27	.	10,73	2,22,55
3,19,58	5,493	3,72,17	18	1,55	9,008	3,63,76	2,234	29,43	20	5,06	4,80	16,773	7,16,77	1,08	1,84	12,39	10,51,66
83,86	1,289	86,33	3	28	2,363	80,79	646	9,70	7	1,60	1,08	4,308	1,79,78	27	57	3,15	2,67,63
3,29,46	5,208	3,62,08	11	1,20	9,380	3,03,43	2,406	30,97	29	7,16	3,64	17,034	7,08,48	1,08	2,20	20,94	10,62,16
3,22,69	5,122	3,48,22	23	2,49	9,841	3,34,52	2,555	35,79	24	9,85	2,70	17,565	7,33,57	99	2,46	11,07	10,70,78
3,19,31	5,175	3,44,85	51	5,22	9,723	3,44,37	2,308	33,04	24	8,63	3,12	17,281	7,39,23	96	1,73	22,50	10,83,73
3,42,80	4,797	3,26,98	78	8,18	11,001	4,08,32	2,347	32,74	25	6,90	3,76	18,248	7,86,88	1,05	21	14,58	17,45,52
2,46,99	5,224	5,39,53	32	3,70	873	26,02	2,262	28,44	22	3,71	9,13	8,413	6,10,53	1,25	...	7,02	8,65,79
67,31	1,534	1,67,58	8	96	233	7,32	496	5,41	4	62	1,73	2,275	1,83,62	31	...	1,73	2,52,97
2,71,85	5,437	5,65,43	34	3,60	896	28,52	3,591	28,84	23	3,40	5,71	9,981	6,35,50	1,13	...	8,86	9,17,34
2,77,63	4,585	4,52,87	72	8,79	1,015	42,66	3,740	35,36	17	2,93	3,74	9,429	5,46,35	1,10	...	10,48	8,35,56
2,81,39	5,266	5,44,44	139	12,42	1,644	76,28	3,957	49,05	18	2,80	68	11,024	6,85,67	1,19	...	7,88	9,76,13
3,47,91	4,933	5,10,05	248	21,96	2,073	1,09,86	3,859	51,91	27	3,69	−4,43	11,140	6,93,04	1,39	...	11,76	10,54,10
86,95	*3,092	1,07,41	*9	60	*223	11,83	*624	4,36	*15	1,36	58	*3,963	1,26,14	21	...	5,12	2,18,42
23,73	*890	30,31	*2	16	*57	2,74	*132	77	*3	28	16	*1,084	34,42	6	...	1,39	59,60
96,54	*3,233	1,05,45	*11	81	*229	11,80	*643	6,25	*17	1,40	60	*4,133	1,26,31	21	...	5,38	2,28,44
96,79	*3,069	1,06,67	*15	1,20	*259	14,27	*655	8,61	*16	1,63	62	*4,014	1,33,00	20	...	5,52	2,35,51
1,05,60	*3,426	1,21,13	*17	1,44	*281	14,86	*691	9,30	*17	1,65	73	*4,432	1,49,11	18	...	5,14	2,60,03
1,21,81	*3,290	1,29,33	*27	1,66	*458	25,62	*966	14,77	*17	1,57	90	*4,758	1,73,85	21	...	5,07	3,00,94
15,07	525	30,23	4	20	357	11,49	193	1,59	...	6	13	1,079	43,70	24	...	2,60	61,61
3,97	153	9,19	1	5	94	3,11	48	55	...	1	5	296	12,96	7	...	64	17,64
16,61	581	34,23	4	21	417	13,65	220	1,98	...	4	17	1,222	50,28	22	...	3,78	70,89
16,95	493	27,89	9	57	391	11,39	297	2,59	1	9	13	1,191	42,66	21	...	9,39	63,21
16,33	537	31,10	9	58	476	13,94	166	1,84	...	5	16	1,188	47,67	25	...	5,23	69,48
18,13	543	30,32	14	95	462	13,85	158	1,85	1	6	19	1,178	47,22	31	...	5,28	70,94

* Includes figures for the 3′ 3½″ gauge section.

† Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

APPEN

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												Other coaching traffic earnings [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		5' 6" Gauge —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
8	...	North Western.	1912	*	7,89	*	9,60	*	16,76	*	2,18,98	*	8	*	2,53,31	32,93
			1st qr. of 1913.	*	2,48	*	2,58	*	4,36	*	57,87	*	4	*	67,33	6,15
		Commercial Section.	1913-14.	*	8,67	*	10,72	*	19,40	*	2,38,87	*	18	*	2,77,84	33,41
			1914-15.	*	8,30	*	11,89	*	20,11	*	2,48,33	*	20	*	2,88,83	49,79
			1915-16.	*	8,55	*	13,53	*	22,29	*	2,74,77	*	24	*	3,19,38	54,76
			1916-17.	*	11,22	*	17,16	*	26,73	*	2,99,65	*	24	*	3,55,00	72,78
			1912	*	95	*	1,06	*	1,57	*	24,41	*	...	*	27,99	3,38
			1st qr of 1913.	*	25	*	28	*	43	*	6,47	*	...	*	7,43	5
		Military Section.	1913-14.	*	1,02	*	1,12	*	1,92	*	26,33	*	1	*	30,40	4,24
			1914-15..	*	1,08	*	1,19	*	1,94	*	26,45	*	1	*	30,67	5,42
			1915-16.	*	1,13	*	1,37	*	2,12	*	28,71	*	1	*	33,34	6,04
			1916-17	*	1,22	*	1,60	*	2,31	*	32,23	*	2	*	37,38	8,10
		Total North Western Commercial and military sections).	1912	91,6	8,84	347,5	10,66	1,976,9	18,33	51,383,3	2,43,39	248,4	8	54,047,7	2,81,30	36,31
			1st qr. of 1913.	29,8	2,73	88,6	2,86	518,5	4,79	13,327,1	64,34	79,9	4	14,043,9	74,76	6,70
			1913-14.	97,0	9,69	359,4	11,84	2,346,6	21,32	58,200,1	2,65,20	346,4	19	61,349,5	3,08,24	37,65
			1914-15.	91,5	9,38	373,7	13,08	2,372,6	22,05	59,263,2	2,74,78	355,5	21	62,456,5	3,19,50	55,21
			1915-16.	95,4	9,68	446,6	14,90	2,642,8	24,41	63,295,0	3,03,48	419,3	25	66,899,1	3,52,72	60,80
			1916-17.	111,5	12,44	549,0	18,76	3,221,2	29,04	61,715,1	3,31,88	373,9	26	66,000,7	3,92,38	80,88
			1912	43,5	3,06	139,4	4,07	1,280,0	8,71	18,139.3	86,54	17,0	2	19,619,2	1,02,40	10,37
			1st qr. of 1913	12,7	94	35,9	99	320,1	2,19	4,194,3	21,70	4,3	1	4,867,3	25,83	2,42
9	...	Oudh and Rohilkhand.	1913-14.	43,2	3,20	153,2	4,31	1,394,2	9,48	19,837,0	93,35	16,5	2	21,444,1	1,10,36	10,29
			1914-15.	36,7	2,59	142,3	3,94	1,313,0	8,92	17,148,6	81,62	17,0	3	18,656,6	97,10	10,79
			1915-16.	38,7	2,78	172,6	4,57	1,398,2	9,95	17,184,7	84,78	20,4	2	18,814,6	1,02,10	10,85
			1916-17.	41,9	3,14	251,9	5,48	1,468,5	10,17	17,909,5	89,27	23,3	3	19,695,1	1,08,09	14,83
			1912	†	1,07	†	2,02	...	...	†	22,46	†	12	†	25,67	3,51
			1st qr. of 1913.	†	26	†	43	...	...	†	5,60	†	3	†	6,32	85
10	(a)	South Indian.	1913-14.	†	1,19	†	2,09	...	...	†	25,58	†	18	†	29,04	4,32
			1914-15.	†	1,04	†	1,99	...	...	†	25,59	†	13	†	28,75	4,12
			1915-16.	†	1,09	†	1,97	...	...	†	25,96	†	18	†	29,20	4,75
			1916-17.	†	1,25	†	2,33	...	...	†	29,31	†	15	†	33,04	5,32
		3' 3⅜" Gauge	1912	13,5	87	26,6	64	85,0	77	4,546,8	23,81	14,1	5	4,686,0	26,14	3,19
			1st qr. of 1913	4,3	30	7,8	18	30,6	25	1,364,6	7,86	6,3	2	1,413,6	8,61	1,07
11	...	Assam-Bengal.	1913-14.	14,5	92	28,4	64	125,4	1,03	4,920,8	26,00	24,7	7	5,118,8	28,66	3,34
			1914-15.	13,9	87	31,1	65	131,2	1,11	5,304,6	26,55	26,4	8	5,507,2	29,26	3,04
			1915-16.	14,2	73	31,0	58	127,2	1,04	5,165,0	24,42	41,4	11	5,378,8	26,68	2,86
			1916-17.	14,2	80	33,2	68	132,6	1,10	5,069,9	23,65	47,4	15	5,297,3	26,38	2,88
			1912	17,4	58	59,4	1,04	312,9	1,98	23,097.3	87,48	132,1	3	23,619,1	91,11	5,56
			1st qr. of 1913	5,2	19	15,4	28	76,9	51	5,696,3	21,23	25,1	1	5,818,9	22,22	2,06
12	...	Bengal and North-Western.	1913-14.	18,2	65	67,7	1,16	360,8	2,34	25,646,2	98,98	122,9	3	26,215,8	1,03,16	5,52
			1914-15.	16,6	64	70,4	1,27	377,4	2,51	25,749,9	95,46	117,8	3	26,332,1	99,91	5,89
			1915-16.	17,2	67	76,9	1,45	399,6	2,66	25,100,7	91,53	110,3	3	25,704,7	96,34	5,76
			1916-17.	17,2	73	86,7	1,60	429,7	2,90	26,612,9	1,00,27	123,0	3	27,269,5	1,05,53	7,04

* Information not available.
† Included with the South Indian railway (3' 3⅜" gauge).

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.															
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.		Electric telegraph earnings. [In thousands]	Steamboat earnings [In thousands.]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] §	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
2,86,24	*	5,84,83	*	3,11	*												
73,48	*	1,09,75	*	1,26	*	9,22	*	44,28	*	2,96	13,54	*	6,57,94	1,00	...	12,21	9,57,39
						2,19	*	16,86	*	1,13	3,59	*	1,34,78	24	...	1,73	2,10,23
3,11,25	*	4,98,80	*	3,44	*	9,11	*	54,23	*	3,09	13,07	*	5,81,74	1,05	35	27,20	9,21,59
3,38,62	*	4,04,52	*	6,29	*	10,40	*	51,05	*	2,88	10,81	*	4,85,95	1,11	68	23,32	8,49,68
3,74,14	*	4,16,32	*	13,00	*	15,94	*	42,75	*	5,39	8,56	*	5,01,96	1,23	60	11,30	8,89,23
4,27,78	*	4,39,15	*	20,55	*	24,65	*	50,81	*	3,55	14,91	*	5,53,62	1,61	58	37,27	10,20,86
31,37	*	20,40	*	1,23	*												
7,98	*	3,84	*	17	*	67	*	3,24	*	67	36	*	26,57	14	...	48	58,56
						13	*	83	*	14	21	*	5,32	3	...	27	13,60
34,64	*	22,74	*	1,07	*	74	*	2,78	*	52	72	*	28,57	15	...	66	64,02
36,09	*	30,23	*	74	*	77	*	3,00	*	48	40	*	35,62	19	...	66	72,56
39,38	*	30,41	*	1,35	*	86	*	3,17	*	58	77	*	37,14	21	...	65	77,38
45,48	*	29,38	*	3,65	*	85	*	4,35	*	70	21	*	39,14	25	...	59	85,46
3,17,61	6,190	6,05,23	59	4,34	483	9,89	4,552	47,52	25	3,63	13,90	11,309	6,84,51	1,14	...	12,69	10,15,95
81,46	1,424	1,13,59	17	1,43	123	2,32	1,610	17,69	8	1,27	3,80	3,182	1,40,10	27	...	2,00	2,23,83
3,45,89	6,000	5,21,54	61	4,51	483	9,85	5,719	57,01	25	3,61	13,79	12,288	6,10,31	1,20	35	27,86	9,35,61
3,74,71	5,363	4,34,75	59	7,03	508	11,17	5,836	54,05	21	3,36	11,21	11,787	5,21,57	1,30	68	23,98	9,22,24
4,13,52	5,598	4,46,73	114	14,35	565	16,80	4,969	45,92	32	5,97	9,33	11,278	5,39,10	1,44	60	11,95	9,66,61
4,73,26	5,355	4,68,53	250	24,20	776	25,50	4,535	55,16	29	4,25	15,12	10,945	5,92,76	1,86	58	37,86	11,06,32
1,12,77	2,134	93,60	4	19	195	4,92	1,702	10,64	5	76	55	4,040	1,10,66	51	..	25,66	2,49,60
28,25	534	21,74	1	6	53	1,26	476	3,55	1	22	48	1,065	27,31	13	...	6,58	62,27
1,20,65	1,936	82,65	6	27	194	4,85	1,292	9,74	8	1,17	67	3,436	99,35	52	...	25,57	2,46,09
1,07,89	1,706	71,95	3	15	217	6,60	1,174	9,13	8	1,15	20	3,108	89,18	46	...	15,38	2,12,91
1,12,95	1,851	82,68	13	95	210	5,31	728	8,03	8	1,52	51	2,810	99,00	47	...	16,26	2,28,68
1,22,92	1,831	77,88	18	1,15	713	27,69	860	8,41	11	2,04	51	3,463	1,17,68	49	...	27,65	2,68,74
29,18	†	36,66	†	19	†	6	†	88	†	29	25	†	38,33	7	...	6,58	74,16
7,17	†	9,59	†	4	†	1	†	27	†	7	6	†	10,04	2	...	1,62	18,85
33,36	†	37,02	†	31	†	16	†	1,20	†	36	29	†	39,34	8	...	6,77	79,55
32,87	†	36,22	†	36	†	22	†	1,32	†	29	32	†	38,73	7	...	6,50	78,17
33,95	†	41,33	†	31	†	47	†	1,31	†	24	32	†	43,98	8	...	6,90	84,91
38,36	†	48,13	†	49	†	34	†	1,86	†	25	32	†	51,39	9	...	8,38	98,22
29,33	499	25,57	1	9	74	2,59	145	2,51	1	25	35	720	31,36	22	...	3,59	64,50
9,68	124	5,90	...	1	20	56	38	69	1	8	12	183	7,36	7	...	97	18,08
32,00	607	29,07	...	2	75	1,92	150	2,16	2	25	44	834	33,86	23	...	4,34	70,43
32,30	538	26,75	...	2	93	2,76	150	1,99	2	16	36	783	32,04	20	8	4,23	68,85
29,74	594	27,58	...	...	88	1,95	231	2,22	1	10	56	914	32,41	22	20	4,90	67,47
29,26	540	28,85	...	...	99	2,08	201	1,73	1	9	31	841	33,06	20	21	4,65	67,38
‡92,35	2,066	97,87	1	3	160	2,32	520	6,98	16	1,75	37	2,763	‡99,23	52	12,06	6,64	2,10,80
‡23,23	575	26,50	...	...	52	67	119	1,62	6	75	7	752	‡26,93	14	2,64	2,22	55,16
‡1,04,32	1,234	84,10	1	1	150	2,24	422	5,75	23	2,97	43	2,430	‡88,25	51	11,14	5,23	2,09,45
‡1,01,34	1,926	86,33	1	2	202	2,75	355	4,79	5	69	24	2,489	‡86,40	48	11,65	3,88	2,03,75
‡97,32	1,842	83,37	...	...	171	2,38	329	4,67	12	1,43	35	2,354	‡84,18	46	9,37	3,94	1,95,27
‡1,07,19	2,002	95,56	6	27	185	2,74	328	4,67	17	2,04	28	2,538	‡95,04	53	10,03	4,52	2,17,31

* Information not available.

†Included with the South Indian railway (5′ 3⅜″ gauge).

‡ Excluding the Cawnpore-Burhwal (3′ 3⅜″ gauge link) earnings of which, as to details, are included with the Bengal and North-Western railway and as to totals with the Oudh and Rohilkhand railway.

§ Live stock has been converted into tons at :—

A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

Details of gross earnings

CLASSIFICATION No. OF RAILWAY DETAILED IN "INDEX" TO APPENDIX I.		Railway system.	Year.	COACHING TRAFFIC.												
				PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		3' 3⅜" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
			1912	2,0	7	4,1	6	24,5	12	846,5	2,99	...	...	877,1	3,24	40
			1st qr. of 1913.	8	3	1,7	2	6,3	3	264,8	1,02	...	...	273,6	1,10	11
			1913-14.	2,2	7	4,9	7	32,4	14	951,6	3,26	...	...	991,1	3,54	46
13	...	Bengal Doors.	1914-15.	2,3	7	5,7	7	33,7	15	895,0	3,00	...	...	936,7	3,29	42
			1915-16.	2,0	7	5,3	8	40,3	17	881,5	3,00	...	...	929,1	3,32	45
			1916-17.	2,7	9	4,8	7	52,4	21	1,000,8	3,32	...	...	1,060,7	3,69	55
			1912	2,6	8	22,2	32	...	...	1,358,5	7,25	5,4	1	1,388,7	7,66	62
			1st qr. of 1913.	9	2	7,3	11	...	...	392,9	2,09	1,6	...	402,7	2,22	15
			1913-14.	2,7	7	24,0	32	...	...	1,449,7	7,32	19,2	2	1,495,6	7,73	64
14	...	Bhavnagar State.	1914-15.	2,9	8	25,4	35	...	...	1,612,3	8,01	11,2	2	1,651,8	8,46	69
			1915-16.	2,6	8	25,5	34	...	...	1,592,4	7,93	11,0	2	1,631,5	8,37	70
			1916-17.	2,7	7	32,1	44	...	...	1,762,2	8,74	11,8	2	1,808,8	9,27	71
			1912	29,7	2,27	112,6	3,48	356,9	4,11	24,491,8	1,05,48	42,4	7	25,033,4	1,15,41	11,47
			1st qr. of 1913.	9,5	91	33,5	99	92,2	1,00	6,295,6	27,18	10,7	2	6,441,5	30,10	2,41
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	1913-14.	31,0	2,78	125,3	3,84	366,7	3,90	27,189,6	1,14,10	40,9	7	2,775,35	1,24,69	11,61
			1914-15.	24,0	1,98	129,4	3,60	368,2	3,91	26,369,6	1,06,03	48,3	7	26,939,5	1,15,59	12,86
			1915-16.	21,6	1,56	138,2	3,79	365,1	4,12	26,894,4	1,10,84	65,6	9	27,484,9	1,20,40	12,29
			1916-17.	25,9	1,80	155,5	4,34	398,5	4,87	28,201,1	1,18,25	71,8	10	28,852,8	1,29,36	17,01
			1912	60,4	3,07	189,5	3,47	...	...	24,968,7	88,10	490,2	32	25,708,8	94,96	5,98
			1st qr. of 1913.	16,3	1,10	53,5	94	...	...	7,174,6	26,51	150,5	11	7,394,9	28,66	1,94
			1913-14.	65,9	3,44	224,1	4,14	...	..	27,625,2	93,73	751,9	44	28,667,1	1,01,75	6,64
15	...	Burma	1914-15.	57,2	2,92	207,2	3,79	...	...	26,039,9	81,28	740,8	41	27,045,1	88,40	6,48
			1915-16.	54,6	2,87	211,3	3,79	...	...	26,616,8	80,54	855,7	46	27,738,4	87,66	6,43
			1916-17.	59,7	3,46	232,2	4,37	...	...	27,784,5	83,85	953,9	52	29,030,3	92,20	7,46
			1912	8,7	14	6,8	7	...	...	675,6	2,17	...	...	691,1	2,38	47
			1st qr. of 1913	2,8	4	1,2	1	2,3	2	191,5	72	...	...	197,8	79	16
			1913-14	9,0	14	4,9	5	10,7	7	715,0	2,43	...	...	739,6	2,69	47
17	...	Dibru-Sadiya.	1914-15.	7,7	12	5,9	7	10,0	6	703,0	2,09	...	...	726,6	2,34	39
			1915-16.	7,5	11	4,8	5	11,9	7	609,5	2,06	...	...	633,7	2,29	37
			1916-17.	7,6	11	5,5	5	11,4	9	637,9	2,11	...	...	665,4	2,36	41
			1912	*	82	*	1,46	*	5,25	*	50,55	*	12	*	58,20	6,53
			1st qr. of 1913.	*	22	*	32	*	1,35	*	14,02	*	3	*	15,94	1,80
			1913-14.	*	91	*	1,61	*	6,36	*	57,87	*	12	*	66,87	8,48
3	(*c*) to (*e*).	Eastern Bengal.	1914-15.	*	87	*	1,55	*	5,58	*	55,49	*	12	*	63,61	7,47
			1915-16.	*	97	*	1,57	*	5,74	*	52,00	*	13	*	60,41	8,32
			1916-17.	*	1,18	*	1,81	*	6,75	*	58,71	*	14	*	68,59	10,63
			1912	3,6	10	32,6	37	...	...	1,267,6	6,16	1,8	...	1,305,6	6,63	50
			1st qr. of 1913	1,0	3	10,3	12	...	...	395,5	2,07	3	...	407,1	2,22	10
			1913-14	3,5	12	36,0	42	...	...	1,401,1	6,99	1,8	...	1,442,4	7,53	59
18	...	Gondal-Porbandar State.	1914-15.	4,2	12	38,8	45	...	...	1,511,5	7,03	3,2	...	1,557,7	7,60	54
			1915-16.	4,0	13	38,5	44	...	...	1,544,1	7,07	3,2	...	1,589,8	7,64	55
			1916-17.	4,5	12	46,4	54	...	...	1,741,6	7,99	4,4	1	1,796,9	8,66	63

* Included with the Eastern Bengal railway (5' 6" gauge).

DIX 5—*contd*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.															
	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings [In thousands]	Tons [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
3,64	108	8,46	...	...	34	1,50	19	16	...	...	5	161	10,17	3	18	32	14,34
1,21	25	1,43	...	...	9	44	3	3	...	...	...	37	1,90	1	5	5	3,22
4,00	141	10,03	...	...	41	1,78	16	16	...	1	4	198	12,02	3	19	17	16,41
3,71	130	9,29	...	...	53	2,26	20	23	...	...	3	203	11,81	3	18	26	15,99
3,77	141	10,48	...	...	35	1,49	25	18	...	...	9	201	12,24	3	17	21	16,42
4,24	129	10,32	...	...	53	2,38	22	28	...	...	5	204	13,03	3	18	22	17,70
8,28	207	6,21	...	...	14	16	34	16	3	16	4	258	6,73	7	...	32	15,40
2,37	40	1,33	...	...	3	3	5	3	...	1	...	48	1,40	2	...	9	3,88
8,37	174	5,69	...	..	23	28	43	19	1	5	1	241	6,22	7	...	64	15,30
9,15	184	5,95	...	...	25	45	75	42	1	4	—1	285	6,85	7	...	56	16,68
9,07	221	6,15	...	...	21	29	32	20	1	6	...	275	6,70	11	...	57	16,45
9,98	192	5,94	...	...	33	52	20	11	1	6	1	246	6,64	16	...	81	17,59
1,26,88	2,493	1,84,68	4	40	120	2,20	394	7,13	24	2,90	39	3,035	1,97,70	61	...	7,21	3,32,40
32,51	635	48,25	1	8	37	70	115	1,72	7	80	3	795	51,58	16	...	1,44	85,69
1,36,30	2,415	1,59,24	5	41	159	2,57	332	5,72	29	3,68	16	2,940	1,71,78	62	...	6,82	3,15,52
1,28,45	2,261	1,55,09	9	1,14	183	2,75	467	6,97	23	2,83	33	2,943	1,69,11	58	...	6,07	3,04,21
1,32,69	2,491	1,83,57	16	1,25	166	3,49	309	5,72	28	3,72	38	3,010	1,98,13	66	...	6,96	3,38,44
1,46,37	2,603	1,87,83	21	1,82	213	5,05	473	7,06	27	3,68	79	3,337	2,06,23	72	...	7,69	3,61,01
1,00,94	1,969	1,02,07	5	19	10	1,15	893	6,73	10	3,00	39	2,887	1,13,53	25	81	3,52	2,19,05
30,60	832	39,67	2	10	2	20	118	96	2	81	6	956	41,80	8	25	1,64	74,37
1,08,39	2,368	1,22,65	6	26	14	1,23	745	6,10	11	3,38	21	3,144	1,33,83	30	88	3,55	2,46,95
94,88	2,198	1,19,97	5	24	14	1,46	738	7,06	8	2,36	23	2,963	1,31,32	29	87	6,50	2,33,86
94,09	2,012	1,09,08	4	23	25	2,77	655	5,59	8	2,55	19	2,704	1,20,41	31	88	5,13	2,20,82
99,66	2,320	1,30,00	5	27	21	2,06	780	5,80	9	2,39	20	3,135	1,40,72	36	94	5,60	2,47,28
2,85	143	4,58	...	...	578	6,19	17	6	...	1	2	738	10,86	6	...	24	14,01
95	54	1,34	...	...	133	1,45	3	1	...	...	...	190	2,80	2	...	2	3,79
3,16	147	5,06	...	...	543	5,81	20	7	...	1	4	710	10,99	4	...	21	14,42
2,73	141	4,53	...	...	599	6,39	31	7	...	1	1	771	11,01	6	...	10	13,88
2,66	151	5,87	...	...	580	6,16	8	3	...	1	1	739	12,08	4	...	33	15,11
2,77	167	6,30	...	...	538	5,83	10	4	...	1	2	715	12,20	5	...	14	15,16
64,73	*	61,88	*	...	*	1,99	*	6,48	*	91	41	*	71,67	34	13.46	63	1,50,83
17,74	*	15,98	*	...	*	75	*	2,52	*	36	12	*	19,73	8	3,93	4	41,52
75,35	*	71,87	*	1	*	2,75	*	7,21	*	1,87	59	*	84,30	35	15,37	96	1,76,33
71,08	*	56,63	*	2	*	3,59	*	6,64	*	85	38	*	68,11	30	12,69	3,59	1,55,77
68,73	*	56,90	*	1	*	2,65	*	4,43	*	1,02	31	*	65,32	29	3,54	3,36	1,41,24
79,22	*	61,01	*	3	*	2,79	*	3,98	*	1,19	44	*	69,44	29	3,42	5,46	1,57,83
7,13	218	4,55	...	...	5	9	9	9	3	9	2	235	4,84	10	...	38	12,45
2,32	62	1,37	...	...	2	3	6	5	...	...	...	70	1,45	3	...	34	4,14
8,12	236	5,23	...	...	9	10	9	9	1	2	1	255	5,45	9	...	56	14,22
8,14	223	5,16	...	...	12	16	9	8	...	1	1	244	5,42	9	...	58	14,23
8,19	259	5,64	...	...	15	22	13	11	...	2	3	287	6,02	7	...	78	15,06
8,29	246	5,35	...	...	24	31	16	15	1	3	4	287	5,88	9	...	63	15,89

* Included with the Eastern Bengal railway (5' 6" gauge).

† Live stock has been converted into tons at :—

A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. = 0·025 ton.
An elephant = 2·50 tons.

APPEN

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		Other coaching traffic earnings. [In thousands.]
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		3′ 3⅜″ GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
7	(*c*) to (*e*)	Hyderabad Godavari Valley. Hingoli Branch and Secunderabad Gadwal.	1912	6,0	49	38,9	98	...	...	2,309,6	12,42	40,5	3	2,395,0	13,92	2,24
			1st qr. of 1913.	1,5	10	8,4	21	...	...	661,7	3,66	11,2	1	682,8	3,98	36
			1913-14.	5,8	35	37,7	89	...	...	2,790,0	14,64	47,4	3	2,880,9	15,91	1,55
			1914-15.	4,5	26	38,8	78	...	...	2,992,5	13,48	39,6	3	3,075,4	14,55	1,52
			1915 16.	4,7	29	39,7	87	...	...	3,020,9	13,52	42,4	3	3,107,7	14,71	1,70
			1916-17.	5,3	34	67,6	1,10	...	...	3,154,1	14,42	66,3	5	3,293,3	15,91	2,14
19	...	Jamnagar	1912	5	2	6,8	9	...	...	273,7	1,48	1,2	...	282,2	1,59	15
			1st qr. of 9131.	1	1	2,3	3	...	...	88,3	51	4	...	91,1	55	4
			1913-14.	1,1	3	7,9	11	...	...	305,0	1,64	7	...	314,7	1,78	22
			1914-15.	7	2	8,3	12	...	...	334,0	1,73	9	...	343,9	1,87	19
			1915-16	7	3	6,7	14	...	...	321,7	1,84	6	...	329,7	2,01	19
			1916-17	7	3	7,1	15	...	...	323,6	2,13	7	...	332,1	2,31	23
20	(*a*) to (*e*)	Jodhpur-Bikaner.	1912	5,2	36	25,0	78	100,2	1,15	4,346,0	21,83	...	...	4,476,4	24,12	2,72
			1st qr of 1913	2,5	17	7,3	22	28,3	30	1,237,6	6,21	...	...	1,275,7	6,90	71
			1913-14.	6,1	48	31,4	91	133,3	1,32	4,908,0	24,59	...	...	5,078,8	27,30	3,00
			1914-15.	5,3	37	32,1	92	129,9	1,25	5,215,2	24,87	...	...	5,382,5	27,41	3,81
			1915-16.	5,5	47	35,6	1,02	121,5	1,24	5,269,0	26,50	...	...	5,431,6	29,23	3,37
			1916-17.	6,4	51	40,4	1,21	165,2	1,52	5,512,3	27,69	...	...	5,724,3	30,93	4,03
21	...	Junagad State.	1912	1,8	3	20,3	16	...	...	732,6	2,56	1,9	1	756,6	2,76	21
			1st qr. of 1913	5	1	6,2	5	...	...	231,2	81	1,0	...	238,9	87	5
			1913-14.	1,8	3	26,1	20	...	...	867,5	3,13	2,2	...	897,6	3,36	21
			1914-15.	1,9	3	26,9	21	...	...	865,2	3,06	2,4	...	896,4	3,30	22
			1915 16.	2,1	4	28,3	22	...	...	953,7	3,30	2,4	...	986,5	3,56	21
			1916 17.	2,2	4	34,3	27	...	...	1,107,6	3,88	4,4	1	1,148,5	4,20	27
6	(*d*) to (*m*)	Madras and Southern Mahratta.	1912	*	1,67	*	3,20	*	1	*	58,70	*	6	*	63,64	7,79
			1st qr. of 1913	*	39	*	78	*	...	*	15,91	*	3	*	17,11	1,96
			1913-14.	*	1,76	*	3,43	*	49	*	64,81	*	9	*	70,58	8,56
			1914-15.	*	1,50	*	3,35	*	47	*	64,57	*	9	*	69,98	8,80
			1915-16.	*	1,53	*	3,64	*	50	*	66,22	*	11	*	72,00	9,73
			1916-17.	*	1,89	*	4,30	*	64	*	70,15	*	11	*	77,09	10,85
22	...	Morvi ...	1912	2,5	10	12,7	23	...	...	498,6	3,75	...	...	513,8	4,09	36
			1st qr. of 1913	1,0	4	3,8	7	...	...	150,1	1,15	4	...	155,3	1,26	10
			1913-14.	3,0	12	15,1	28	...	...	587,8	4,33	6	...	606,5	4,73	52
			1914-15	2,6	11	15,6	29	...	...	608,0	4,36	5	...	626,7	4,76	50
			1915-16.	2,7	11	16,4	30	...	...	611,5	4,41	5	...	631,1	4,82	48
			1916-17.	3,7	16	19,8	38	...	...	699,3	5,16	5	...	723,3	5,70	56
10	(*c*)	Nilgiri ...	1912	†	56	...	...	...	...	†	1,07	†	3	†	1,66	1,13
			1st qr of 1913	†	11	...	...	...	...	†	26	†	...	†	37	21
			1913-14.													
			1914-15.													
			1915-16.	†	†	†	†	...	...	†	†	†	†	†	†	†
			1916-17.													

* Include with the Madras and Southern Mahratta railway (5′ 6″ gauge).
† Included with the South Indian railway (3′ 3⅜″ gauge).

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings [In thousands.]	GOODS TRAFFIC.																
	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‡	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
16,16	297	24,60	1	4	14	52	311	1,54	...	7	10	623	26,87	16	...	1,07	44,26
4,34	86	7,96	...	...	4	15	62	39	...	1	5	152	8,56	3	...	15	13,08
17,46	281	23,35	2	4	26	96	173	1,26	...	6	12	482	25,79	13	...	1,13	44,51
16,07	298	23,20	1	3	18	59	168	88	...	5	10	485	24,85	12	...	1,30	42,34
16,41	308	25,94	2	5	25	97	163	1,35	...	8	8	498	28,47	12	...	1,14	46,14
18,05	246	19,34	5	13	19	75	96	82	...	8	13	366	21,25	15	...	2,07	41,52
1,74	32	58	...	...	...	1	...	...	...	...	...	32	59	2	...	3	2,38
59	7	17	...	...	...	...	1	1	...	...	...	8	18	...	...	2	79
2,00	40	81	...	...	1	2	2	2	...	1	...	43	86	2	...	4	2,92
2,06	41	77	...	...	1	3	3	2	...	1	1	45	84	2	...	9	3,01
2,20	40	92	...	...	...	...	2	1	...	...	...	42	93	2	...	8	3,23
2,54	32	73	...	...	2	5	5	3	...	1	...	39	82	2	...	5	3,43
26,84	1,051	40,62	1	2	20	23	107	1,68	1	11	6	1,180	42,72	13	...	73	70,42
7,61	258	9,53	...	2	8	11	24	32	...	3	3	290	10,04	3	...	18	17,86
30,30	946	34,83	1	4	24	28	214	2,89	2	14	6	1,187	38,24	14	...	1,15	69,83
31,22	647	25,21	3	28	17	19	139	1,57	2	16	7	808	27,48	14	...	1,37	60,21
32,60	1,030	44,44	2	9	21	22	159	1,66	3	39	12	1,215	46,92	17	...	1,28	80,97
31,96	1,029	41,21	14	82	22	21	172	1,91	2	18	12	1,239	44,45	19	...	1,73	81,33
2,97	85	2,04	...	...	1	1	17	11	...	1	...	103	2,17	3	...	16	5,33
92	24	64	...	...	...	1	4	2	...	...	...	28	67	1	...	3	1,63
3,57	102	2,27	...	...	5	2	16	10	...	1	...	123	2,40	4	...	18	6,19
3,52	123	2,32	...	...	4	2	15	9	...	...	1	142	2,44	3	...	22	6,21
3,77	146	2,90	...	...	5	1	6	4	...	...	1	157	2,96	3	...	20	6,96
4,47	141	2,78	...	...	7	3	7	3	...	1	1	155	2,86	4	...	12	7,49
71,43	*	1,03,93	*	22	*	97	*	4,74	*	48	43	*	1,10,77	31	3,17	2,26	1,87,94
19,07	*	29,53	*	2	*	34	*	1,43	*	15	15	*	31,62	9	1,05	49	52,32
79,14	*	1,09,86	*	18	*	1,16	*	5,25	*	49	46	*	1,17,40	33	3,84	2,24	2,02,95
78,78	*	97,62	*	32	*	99	*	6,88	*	61	46	*	1,06,88	32	3,22	2,59	1,91,79
81,73	*	1,11,84	*	25	*	1,16	*	8,36	*	65	51	*	1,22,77	35	2,41	2,88	2,10,14
87,94	*	1,14,16	*	1,44	*	1,27	*	8,89	*	84	63	*	1,27,23	35	2,45	3,28	2,21,25
4,44	87	2,54	...	...	2	3	8	6	...	2	1	97	2,66	4	...	11	7,25
1,36	18	47	...	...	2	2	1	2	...	1	...	21	52	1	...	2	1,91
5,25	73	2,14	...	...	8	12	6	5	1	2	1	88	2,34	3	...	15	7,77
5,26	70	2,09	...	..	9	14	6	6	1	3	1	86	2,33	3	...	5	7,67
5,30	82	2,11	...	..	9	11	7	6	...	3	1	98	2,32	3	...	8	7,73
6,26	68	1,92	...	...	12	20	6	6	...	3	1	86	2,22	5	...	16	8,69
2,79	†	2,05	†	17	†	2	†	14	...	...	1	†	2,39	1	...	3	5,22
58	†	57	†	4	...	...	†	6	...	...	...	†	67	...	...	...	1,25
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†

* Included with the Madras and Southern Mahratta railway (5′ 6″ gauge).
† Included with the South Indian railway (3′ 3⅜″ gauge).
‡ Live stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... = 2·50 tons

Details of gross earning s

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]
				Passenger traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		3′ 3⅜″ Gauge — *concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
			1912	6,3	52	24,9	1,01	34,8	33	4,843,2	14,66	4,5	1	4,913,7	16,53	1,60
			1st qr. of 1913	1,3	9	6,0	23	8,4	7	1,193,0	3,55	..	...	1,208,7	3,94	34
25	(*a*) & (*b*)	Rohilkund and Kumaon.	1913-14.	6,5	54	24,6	89	41,0	38	5,196,6	15,47	3,6	1	5,272,3	17,29	1,65
			1914-15	5,4	46	18,3	68	34,7	33	4,520,5	13,03	...	1	4,578,9	14,51	1,53
			1915-16.	5,5	49	19,6	68	42,2	37	5,025,9	14,50	...	1	5,093,2	16,05	1,45
			1916-17.	6,1	57	24,7	90	43,8	40	5,457,4	16,02	...	1	5,582,0	17,90	1,71
			1912	*	11	*	23	...	...	*	3,22	*	1	*	3,57	20
			1st qr of 1913	*	3	*	6	...	...	*	84	*	...	*	93	5
10	(*g*)	Shoranur-Cochin.	1913-14. 1914-15. 1915-16. 1916-17.	*	*	*	*	...	...	*	*	*	*	*	*	*
			1912	†80,5	1 94	†409,4	4,62	..	...	†40,888,3	1,02,15	†1,606,1	61	†42,984,3	1,09,32	7,04
			1st qr. of 1913	†19,8	66	†96,5	1,09	...	...	†10,071,1	23,86	†459,3	16	†10,646,7	25,77	1,72
10	(*b*) to (*j*)	South Indian	1913-14.	†87,8	‡2,81	†427,6	‡5,23	...	...	†44,646,8	‡1,11,98	‡2,094,8	‡75	†47,197,0	‡1,20,77	‡8,91
			1914-15.	†78,9	‡2,49	†397,1	‡5,42	...	...	†44,308,2	‡1,07,86	‡2,171,2	‡79	†46,955,4	‡1,16,56	‡9,40
			1915-16.	†82,6	‡2,50	†415,7	‡5,82	...	...	†45,603,2	‡1,12,25	‡2,449,9	‡87	†48,551,4	‡1,21,44	‡9,90
			1916-17.	† 90,6	‡2,95	†474,6	‡6,77	...	...	†47,214,6	‡1,19,81	‡2,415,1	‡94	†50,194,9	‡1,30,47	‡11,28
			1912	1,0	8	2,3	7	1,9	2	359,8	1,37	5	...	365,5	1,54	16
			1st qr. of 1913	4	3	7	2	6	...	94,2	41	1	...	96,0	46	3
26	(*a*)	Udaipur-Chitorgarh.	1913-14.	1,4	9	2,1	6	1,8	2	401,8	1,73	5	...	407,6	1,89	13
			1914-15.	5	4	2,0	5	1,4	1	383,1	1,52	5	...	387,5	1,62	12
			1915-16.	6	3	2,3	7	2,9	3	388,4	1,63	5	...	394,7	1,76	13
			1916-17.	5	4	2,8	7	2,8	2	415,9	1,73	4	...	422,4	1,86	16
		2′ 6″ Gauge														
			1912	6	2	...	...	4,9	5	285,4	1,28	...	...	290,9	1,35	6
			1st qr. of 1913	1	...	...	...	1,3	1	86,3	35	...	...	87,7	36	1
30	...	Arrah-Sasaram Light.	1913-14.	7	2	...	...	4,6	4	339,6	1,32	...	...	394,9	1,38	5
			1914	7	2	...	...	5,3	5	436,9	1,43	...	...	442,9	1,50	5
			1915-16.	6	2	...	...	5,4	5	408,1	1,45	...	...	414,1	1,52	4
			1916-17.	8	2	...	...	5,7	5	457,3	1,57	...	...	463,8	1,64	4
			1914-15.	§	§	§	§	§	§	§	§	§	§	§	§	§
31	...	Bangalore Chik Ballapur.	1915-16.	1	...	1,5	1	...	...	152,0	40	...	...	153,6	41	1
			1916-17.	††	††	††	††	††	††	††	††	††	††	††	††	††
32	...	Baukura-Damoodar River.	1916-17.	...	...	3	...	12	1	42,0	15	...	...	43,5	16	1
			1912	4	1	3,5	4	17,2	11	701,2	2,51	49,5	7	771.8	2,74	13
			1st qr. of 1913.	1	...	1,0	1	6,2	4	199,0	68	13,2	2	219,5	75	3
38	...	Baraset-Basirhat Light.	1913-14.	5	1	3,7	4	24,6	16	747,5	2,46	62,6	8	838,9	2,75	10
			1914-15	6	1	4,3	5	26,8	18	715,2	2,52	71,6	9	818,5	2,85	11
			1915-16.	3	1	3,8	4	23,7	17	742,0	2,63	104,5	12	874,3	2,97	13
			1916-17.	3	1	3,8	4	23,6	15	718,6	2,60	109,5	13	855,8	2,93	12

* Included with the South Indian railway (3′ 3⅜″ gauge).
†Includesfigures for the Nilgiri, Shoranur-Cochin, Morappur-Hosur and Tirupattur-Krishnagiri railways.
‡Includes figures for the Nilgiri and Shoranur-Cochin railways.
§Information not available.
††Included with the Kolar District railway(2′ 6″ gauge).

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.																
	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‖	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs	Rs.	Rs.	Rs.	Rs.
18,13	631	18,58	8	14	5	5	85	47	...	3	10	729	19,37	10	...	4,08	41,68
4,28	189	6,22	3	6	2	2	28	16	...	1	2	222	6,49	3	...	75	11,55
18,94	574	18,19	5	16	7	7	103	73	...	1	15	689	19,31	9	...	3,01	41,35
16,04	486	15,64	1	7	7	8	105	74	...	1	3	599	16,57	8	...	2,30	34,99
17,50	500	15,69	5	22	8	9	83	66	..	2	8	596	16,76	7	...	3,10	37,43
19,61	585	18,53	3	9	12	13	76	60	...	2	...	676	19,37	8	...	3,83	42,89
3,77	*	2,41	...	...	...	...	*	4	...	1	5	*	2,51	1	...	1	8,30
98	*	60	...	...	...	...	*	...	...	...	2	*	62	1	...	...	1,61
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1,16,36	†2,659	82,70	†2	5	†38	86	†442	2,81	†20	1,11	93	†3,161	88,49	41	...	4,38	2,09,64
27,49	†725	22,18	†1	1	†16	33	†112	71	†4	32	30	†858	23,85	11	...	1,64	53,09
‡1,29,68	†2,632	‡85,48	†3	‡24	†47	‡1,02	†541	‡3,19	†23	‡1,28	‡1,26	†3,246	‡92,47	‡47	‡6	‡4,29	‡2,26,97
‡1,25,96	†2,510	‡81,32	†3	‡29	†40	‡86	†573	‡3,21	†18	‡1,00	‡1,28	†3,144	‡87,96	‡44	‡1,26	‡3,78	‡2,19,40
‡1,31,34	†2,730	‡92,67	†3	‡25	†61	‡2,12	†421	‡2,79	†20	‡1,04	‡1,27	†3,235	‡1,00,14	‡46	‡1,81	‡4,30	‡2,98,05
‡1,41,75	†2,793	‡95,05	†7	‡49	†58	‡225	†436	‡4,15	†20	‡1,01	‡1,30	†3,314	‡1,04,25	‡45	‡2,23	‡5,99	‡2,54,67
1,70	29	1,22	...	..	...	...	2	1	...	...	3	31	1,26	1	...	8	3,05
49	8	39	...	...	...	...	1	...	...	...	1	9	40	1	...	2	92
2,02	21	1,02	...	...	1	1	1	1	...	...	2	23	1,06	1	...	10	3,19
1,74	17	75	...	...	1	1	1	...	...	...	2	19	78	1	...	12	2,65
1,89	30	1,23	...	...	1	1	2	1	...	1	2	33	1,28	1	...	6	3,24
2,02	39	1,56	...	...	2	2	1	1	...	...	2	42	1,61	2	...	10	3,75
1,41	18	31	...	...	...	...	...	...	...	...	...	18	31	...	...	...	1,72
37	3	5	...	...	...	...	...	...	...	...	...	3	5	...	...	3	45
1,43	23	43	...	...	1	1	...	...	...	...	...	24	44	...	..		1,94
1,55	25	51	...	...	2	3	4	2	...	...	...	31	56	...	...	2	2,13
1,56	19	36	...	...	1	2	...	...	...	...	1	20	39	...	...	1	1,96
1,68	28	56	...	...	1	1	...	...	...	...	...	29	57	...	...	1	2,26
§	§	§	§	§	§	§	§	§	§	§	§	§	§	§	§	§	§
42	3	6	...	...	...	...	3	4	...	...	...	6	10	...	...	...	52
††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††
17	1	3	...	...	1	1	1	1	...	...	...	3	5	...	...	...	22
2,87	27	50	...	...	...	...	...	...	...	...	...	27	50	...	...	1	3,38
78	5	13	...	...	...	...	...	...	...	...	...	5	13	...	...	...	91
2,85	21	42	...	...	...	...	...	...	...	...	...	21	42	...	...	1	3,28
2,96	25	52	...	...	...	...	...	...	...	...	...	25	52	...	...	1	3,49
3,10	30	63	...	...	...	...	...	...	...	...	...	30	63	...	...	1	3,74
3,05	28	51	...	...	...	...	...	...	...	...	...	28	51	...	...	1	3,57

* Included with the South Indian railway (3′ 3⅜″ gauge).
† Includes figures for the Nilgiri, Shoranur-Cochin, Morappur-Hosur and Tirupattur-Krishnagiri railways.
‡ Includes figures for the Nilgiri and Shoranur-Cochin railways.
§ Information not available.
†† Included with the Kolar District railway (2′ 6″ gauge).
‖ Live-stock has been converted into tons at—

A head of cattle, or a pony or horse	=0·25 ton.
A head of sheep, goat etc.	=0·025 ton.
An elephant	=2·50 tons.

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5		7	8	9	10	11	12	13	14	15	16	17
		2' 6" Gauge —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
34	...	Barsi Light.	1912	3	2	3,4	6	...	...	913,0	4,65	...	...	916,7	4,73	13
			1st qr. of 1913	1	1	1,0	2	...	...	218,3	1,16	...	...	219,4	1,19	4
			1913-14.	4	2	4,1	8	...	...	1,061,7	6,09	3	...	1,066,5	6,19	19
			1914-15.	4	2	3,9	7	...	...	924,3	4,96	...	...	928,6	5,03	18
			1915-16.	4	2	3,4	6	...	...	774,7	3,95	1	...	778,6	4,03	19
			1916-17.	4	2	4,5	8	...	...	941,6	5,67	...	...	946,5	5,77	22
35	...	Bengal Provincial.	1912	1	...	1,6	1	23,2	4	569,6	81	40,3	3	634,8	89	4
			1st qr. of 1913	1	...	4	..	5,8	1	150,8	22	9,2	1	166,3	24	1
			1913-14.	2	...	1,4	1	22,3	4	520,7	88	35,1	3	579,7	96	5
			1914-15.	2	...	1,7	1	20,2	4	532,6	90	35,9	4	590,6	99	4
			1915-16.	2	...	1,5	1	19,8	4	520,7	91	22,8	4	565,0	1,00	6
			1916-17.	1	...	1,6	1	16,6	3	464,1	81	20,8	4	503,2	89	6
36	...	Bukhtiarpur-Bihar Light.	1912	8	1	2,8	2	16,7	8	686,2	1,89	...	..	706,5	2,00	4
			1st qr. of 1913	2	...	7	...	3,3	2	86,4	21	...	...	90,6	23	2
			1913-14.	8	1	2,3	2	12,9	6	365,0	82	...	...	381,0	91	8
			1914-15.	6	1	3,2	2	16,8	8	419,7	93	...	...	440,3	1,04	7
			1915-16.	8	1	3,3	3	19,8	10	618,8	1,60	...	...	642,7	1,74	7
			1916-17.	6	1	2,7	2	16,8	8	422,8	93	...	...	442,9	1,04	6
37	...	Burdwan Katwa.	1915-16.	...	...	6	...	3,4	1	133,0	31	...	...	137,0	32	2
			1916-17.	1	..	1,4	1	10,3	5	358,7	1,06	...	...	370,5	1,12	5
38	...	Champaner-Shivrajpur Light.	1912	...	...	5	1	...	...	96,3	19	...	...	96,8	20	1
			1st qr. of 1913	...	...	2	...	...	...	33,3	7	...	...	33,5	7	1
			1913-14.	...	...	4	1	...	...	141,4	30	...	...	141,8	31	1
			1914-15.	...	...	4	1	...	...	136,0	28	...	...	136,4	29	1
			1915-16.	...	..	4	...	...	...	123,6	26	...	...	124,0	26	1
			1916-17.	...	...	7	1	...	...	168,6	40	...	...	189,3	41	1
39	...	Cutch State.	1912	1	...	7	1	...	...	79,8	38	...	...	80,6	39	6
			1st qr. of 1913	1	...	1	...	...	...	20,8	10	...	...	21,0	10	1
			1913-14.	5	2	6	1	...	...	73,4	35	...	...	74,5	38	10
			1914-15.	2	1	8	1	...	...	88,5	40	...	...	84,5	42	6
			1915-16.	...	...	9	1	...	...	75,3	36	...	...	76,2	37	6
			1916-17.	...	...	11	2	..	...	86,6	42	...	...	87,7	44	7
40	...	Dehri-Rohtas Light.	1912	2	...	...	...	7	1	39,4	9	...	...	40,3	10	...
			1st qr. of 1913	1	...	...	...	1	...	11,4	3	...	...	11,6	3	...
			1913-14.	2	...	...	..	4	..	50,1	11	...	...	50,7	11	1
			1914-15.	2	1	...	...	3	...	59,8	13	...	...	60,3	14	...
			1915-16.	2	...	...	...	4	...	54,7	12	...	...	55,3	12	...
			1916-17.	2	...	...	...	4	...	69,3	15	...	...	69,9	15	...

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.																
	Merchandise General.		Military Stores.		Coal and Coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.		Electric-telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings [In thousands]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] *	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
4,86	125	4,89	...	...	3	12	11	3	...	...	5	139	5,09	4	...	32	10,31
1,23	36	1,65	...	...	3	10	4	1	...	...	1	43	1,77	2	...	8	3,10
6,38	144	6,08	...	...	7	24	12	3	1	...	5	164	6,40	5	...	35	13,18
5,23	132	5,14	...	...	7	21	9	5	1	...	4	149	5,44	5	...	46	11,18
4,22	152	5,65	...	...	7	22	9	4	...	...	4	168	5,95	5	...	45	10,67
5,99	112	4,60	...	...	5	15	4	2	...	...	3	121	4,80	5	...	41	11,25
93	51	34	...	...	...	1	...	...	...	...	...	51	35	1	...	2	1,31
25	14	9	...	...	...	...	...	...	...	...	...	14	9	...	...	...	34
1,01	40	32	...	...	...	...	1	...	...	...	...	41	32	...	...	1	1,34
1,03	45	37	...	...	1	1	...	...	...	...	...	46	38	...	...	2	1,43
1,06	41	32	...	...	1	1	...	...	...	...	...	42	33	1	...	1	1,41
95	42	30	...	...	...	...	...	...	...	...	...	42	30	1	...	2	1,28
2,04	33	45	...	...	...	...	...	...	...	...	...	33	45	...	...	1	2,50
25	5	7	...	...	...	...	...	...	...	...	...	5	7	...	...	4	36
99	28	52	...	...	...	...	...	...	...	...	...	28	52	...	...	7	1,58
1,11	34	55	...	...	...	...	...	...	...	...	...	34	55	...	...	...	1,66
1,81	25	48	...	...	...	...	...	...	...	...	...	25	48	...	...	2	2,31
1,10	30	46	...	...	...	...	...	...	...	...	...	30	46	...	...	1	1,57
34	1	2	...	...	...	1	2	1	...	...	...	3	4	...	...	...	38
1,17	6	8	...	...	4	5	1	1	...	...	...	11	14	...	...	2	1,33
21	65	63	...	...	1	1	1	...	...	...	...	67	64	1	...	2	88
8	25	24	...	...	...	...	...	...	...	...	...	25	24	...	...	1	33
32	58	52	...	...	1	...	1	1	...	...	...	60	53	1	...	1	87
30	33	29	...	...	1	1	1	...	...	...	...	35	30	1	...	3	64
27	50	46	...	...	1	...	...	...	...	...	...	51	46	1	...	...	74
42	48	50	...	...	1	1	4	1	...	...	...	53	52	1	...	...	95
45	21	46	...	...	...	1	1	1	...	...	9	22	57	...	...	...	1,02
11	3	9	...	...	...	...	1	1	...	...	2	4	12	...	...	...	23
48	17	43	...	...	1	2	...	...	...	...	4	18	49	...	...	...	97
48	17	40	...	...	...	1	...	...	...	...	8	17	49	...	...	...	97
43	23	48	...	...	1	2	...	...	...	...	11	24	61	...	...	1	1,05
51	17	33	...	...	...	...	...	...	...	...	8	17	41	...	...	1	93
10	40	62	...	...	4	6	...	...	...	...	...	44	68	...	...	1	79
3	15	24	...	...	2	3	...	...	...	...	...	17	27	...	...	1	31
12	77	1,19	...	...	10	15	...	...	...	...	...	87	1,34	...		4	1,50
14	103	1,58	...	...	9	15	...	...	...	...	...	112	1,73	...	...	4	1,91
12	122	1,84	...	...	12	18	...	...	...	...	...	134	2,02	...	...	5	2,19
15	123	1,87	...	...	16	24	...	...	...	...	...	139	2,11	...	...	6	2,32

* Live-stock has been converted into tons at:—
A head of cattle, or a pony or horse ... ... =0·25 ton.
A head of sheep, goat, etc. ... ... =0·025 ton.
An elephant ... ... =2·50 tons.

Details of gross earnings

Classification No. of (Railway Detailed in "Index" to Appendix 1.)		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		2′ 6″ Gauge —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
41	...	Dholpur-Bari.	1912	4	1	...	...	...	...	71,0	19	...	...	71,4	20	1
			1st qr. of 1913	3	1	...	...	...	...	18,6	6	...	...	18,9	7	1
			1913-14.	...	...	4	...	...	...	84,3	27	...	...	84,7	27	2
			1914-15.	7	1	...	...	...	...	79,0	24	...	...	79,7	25	2
			1915-16.	...	...	4	1	...	...	88,8	28	...	...	89,2	29	
			1916-17.	...	...	7	1	...	...	103,8	34	...	...	104,5	35	3
44	...	Godhra-Lunavada	1913-14.	...	...	1	...	...	...	25,3	10	...	...	25,4	10	...
			1914-15.	...	...	6	1	...	...	79,8	33	...	...	80,4	34	1
			1915-16	...	...	6	1	...	...	88,3	37	...	...	88,9	38	2
			1916-17.	...	...	8	1	...	...	102,5	43	...	...	103,3	44	2
45	...	Jessore-Jhenidah.	1913-14.	*	*	*	*	*	*	*	*	*	*	*	*	*
			1914-15.													
			1915-16.													
			1916-17.	3	1	1,3	1	7,0	4	210,5	65	...	...	219,1	71	6
47	...	Kolar District.	1913-14.	...	...	3	...	...	...	35,0	6	...	...	35,3	6	...
			1914-15.	...	...	1,0	1	...	...	155,3	26	1,0	...	157,3	27	...
			1915-16.	1	...	1,2	1	...	...	169,6	29	1,7	...	172,6	30	1
			1916-17.	5	1	4,1	3	...	...	466,2	1,23	5,8	...	476,6	1,27	4
48	.	Madaya Light.	1912 1st qr. of 1913.													
			1913-14.	*	*	*	*	*	*	*	*	*	*	*	*	*
			1914-15.													
			1915-16.													
			1916-17.													
10	(*k*) & (*l*)	Morappur Hossur and Tirupattur-Krishnagiri.	1912	†	...	†	2	...	...	†	70	†	...	†	72	4
			1st qr. of 1913.	†	...	†	...	...	...	†	15	†	...	†	15	1
			1913-14	†	2	†	1	...	...	†	1,18	†	...	†	1,21	6
			1914-15.	†	3	†	...	...	...	†	1,31	†	...	†	1,34	7
			1915-16.	†	3	†	...	..	...	†	1,45	†	1	†	1,49	8
			1916-17.	†	4	†	...	...	...	†	1,62	†	...	†	1,66	7
1	(*d*)	Mourbhanj.	1912	2	1	4	...	19	1	64,9	21	...	...	67,4	23	2
			1st qr. of 1913.	1	...	1	...	,4	1	18,1	5	...	...	18,7	6	1
			1913-14.	1	1	3	...	1,9	1	78,1	24	...	...	80,4	26	2
			1914-15.	1	...	3	1	2,6	1	73,2	23	...	...	76,2	25	2
			1915-16.	1	...	3	1	2,5	2	63,7	20	...	...	66,6	23	2
			1916-17.	2	...	4	1	3,2	2	66,4	21	...	...	70,2	24	3

* Information not available.
† Included with the South Indian railway (3′ 3⅜″ gauge).

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.																
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.		Electric telegraph earnings. [In thousands]	Steam boat earnings, [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Tons [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‡	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
21	18	17	...	...	...	...	2	...	...	...	...	20	18	...	...	1	40
8	4	6	...	...	...	...	...	...	...	...	...	4	6	...	...	...	14
29	21	25	...	...	...	...	1	...	...	...	...	22	25	...	...	...	54
27	30	43	...	...	...	...	1	...	...	...	...	31	43	1	...	1	72
30	32	56	...	...	...	...	1	...	...	...	...	33	56	1	...	1	88
38	39	66	...	...	...	...	1	...	...	...	...	40	66	1	...	1	1,06
10	2	3	...	...	...	...	...	...	...	...	...	2	3	...	...	...	13
35	6	9	...	...	...	...	...	...	...	...	...	6	9	1	...	...	45
40	6	11	...	...	...	...	...	...	...	...	...	6	11	1	...	1	53
46	12	17	...	...	...	...	...	...	...	...	...	12	17	1	...	1	65
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	50 77 95
77	12	27	...	...	1	1	1	1	...	...	...	14	29	...	...	5	1,11
6	1	1	...	...	...	...	2	1	...	...	...	3	2	...	...	...	8
27	6	7	...	...	...	...	6	2	...	...	...	12	9	...	...	...	36
31	7	7	...	...	...	...	4	2	...	...	...	11	9	...	...	8	48
1,31	24	40	...	...	...	...	3	2	...	...	...	27	42	1	...	3	††1,77
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
76	†	36	...	...	...	...	†	1	...	...	...	†	37	...	...	...	1,13
16	†	8	...	...	...	...	†	...	...	...	...	†	8	...	...	...	24
1,27	†	50	...	...	...	...	†	2	...	...	1	†	53	...	...	1	1,81
1,41	†	54	...	...	...	...	†	1	...	...	1	†	56	...	...	1	1,98
1,57	†	64	...	...	...	...	†	1	...	...	...	†	65	...	...	1	2,28
1,73	†	70	...	...	...	...	†	1	...	...	2	†	73	...	...	3	2,49
25	15	24	...	...	...	...	...	...	...	...	...	15	24	1	...	1	51
7	6	11	...	...	...	...	...	...	...	...	...	6	11	...	...	...	18
28	21	37	...	...	...	...	...	...	...	...	...	21	37	1	...	1	67
27	16	27	...	...	...	...	...	...	...	...	...	16	27	...	...	...	54
25	13	22	...	...	...	...	...	1	...	...	...	13	23	...	...	...	48
27	14	24	...	...	...	...	...	1	...	...	...	14	25	...	...	...	52

* Information not available.
† Included with the South Indian railway (3′ 3⅜″ gauge)
†† Includes figures for the Bangalore-Chik Ballapur railway.
‡ Live-stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Year	COACHING TRAFFIC.												
				Passenger Traffic.												Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main-head.	Sub-head.			No. [In hundreds.]	Earnings [In thousands]	Nc. [In hundreds.]	Earnings. In [thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		2' 6" Gauge —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
			1st qr. of 1913.	...	...	2	...	...	...	14,2	5	...	...	14,4	5	...
			1913-14.	...	...	1,1	2	...	...	201,0	68	...	...	202,1	70	4
49	...	Nadiad-Kapadvanj.	1914-15.	...	...	9	1	...	...	224,6	81	...	...	225,5	82	5
			1915-16.	...	...	1,0	1	...	...	248,3	86	...	...	249,3	87	6
			1916-17.	...	...	1,0	1	...	...	273,0	97	...	...	274,0	98	7
			1912	2	1	3	...	2,3	1	126,3	24	...	...	129,1	26	2
			1st qr. of 1913	2	1	1	...	7	...	45,4	9	...	...	46,4	10	1
			1913-14.	4	1	4	...	2,2	1	157,8	30	...	...	160,8	32	3
1	(f)	Parlakimedi Light.	1914-15.	2	...	3	...	2,4	1	158,2	37	...	...	161,1	38	3
			1915-16.	1	...	3	...	2,1	1	119,9	29	...	...	122,4	30	2
			1916-17.	2	1	4	...	2,8	1	158,2	36	...	...	161,6	38	2
			1912	2	...	3,2	2	...	...	416,7	63	...	...	420,1	65	2
			1st qr. of 1913	1	...	6	...	...	...	95,7	14	...	...	96,4	14	1
			1913-14.	1	...	3,2	2	...	...	447,0	67	...	...	450,3	69	1
25	(c)	Powayan Light.	1914-15.	1	...	2,6	2	...	...	359,7	53	...	...	362,4	55	2
			1915-16.	1	...	3,7	2	...	...	414,7	62	...	...	418,5	64	2
			1916-17.	1	...	3,2	2	1	...	416,3	63	...	...	419,7	65	2
			1912	7	1	...	...	13,2	8	980,2	3,30	...	...	994,1	3,39	10
			1st qr. of 1913	2	...	...	...	3,4	4	244,6	82	...	...	248,2	86	2
			1913-14.	7	2	...	...	14,4	9	1,091,7	3,56	...	...	1,106,8	3,67	10
50	...	Shahdara (Delhi)-Saharanpur. Light.	1914-15.	5	1	...	...	15,0	9	1,020,8	3,31	...	...	1,036,3	3,41	10
			1915-16.	6	1	...	...	16,4	10	1,022,3	3,38	...	...	1,039,3	3,49	10
			1916-17.	6	2	1	...	18,3	11	1,092,2	3,69	...	...	1,111,2	3,82	12
			1912	2,2	3	...	...	5,9	2	155,7	38	16,9	1	180,7	44	7
			1st qr. of 1913	9	1	...	...	1,6	...	38,9	10	2,6	...	141,0	11	2
			1913-14.	1,7	2	...	...	6,3	2	164,0	41	17,2	2	189,2	47	7
51	...	Tezpore-Balipara Light.	1914-15.	1,3	2	...	...	7,2	2	164,2	40	17,4	1	190,1	45	6
			1915-16.	1,2	1	...	...	7,4	2	189,2	41	18,6	2	216,4	46	7
			1916-17.	1,2	2	...	...	7,2	2	159,2	38	19,7	2	187,3	44	7
		2' 0" Gauge														
			1912	8,6	1,03	22,2	95	...	...	233,6	1,90	...	...	264,4	3,88	1,19
			1st qr. of 1913	2,8	27	3,2	14	...	...	46,1	39	...	...	51,6	80	18
			1913-14.	8,6	1,00	23,1	98	...	...	220,9	1,90	...	...	252,6	3,88	1,16
52	...	Darjeeling Himalayan.	1914-15.	6,0	72	23,0	99	...	...	206,7	1,91	...	...	235,7	3,62	1,20
			1915-16.	7,1	80	27,8	1,10	...	...	348,3	2,66	...	...	383,2	4,56	1,36
			1916-17.	7,7	91	33,5	1,37	...	...	623,3	3,90	1	...	664,6	6,18	1,54
			1913-14.	7	6	6 6	12	...	...	420,4	2,41	...	...	427,7	2,59	16
53	...	Gwalior Light.	1914-15.	2	1	4,0	6	...	...	330,6	1,90	...	...	334,8	1,97	19
			1915-16.	9	6	6,5	13	...	...	371,1	2,13	...	...	378,5	2,32	22
			1916-17.	4	3	5,8	10	...	...	428,6	2,35	...	...	434,8	2,48	21

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steamboat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.					
	Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs	Rs.
5	1	1	...	...	...	...	...	...	...	...	...	1	1	...	...	...	6
74	12	29	...	...	...	...	...	...	...	...	...	12	29	...	...	...	1,03
87	14	31	...	...	...	...	1	...	...	...	...	15	31	...	...	1	1,19
93	20	40	...	...	...	...	...	...	...	...	...	20	40	...	...	1	1,34
1,05	18	37	...	...	1	1	...	...	...	...	...	19	38	...	...	1	1,44
28	9	10	...	...	...	...	1	1	...	...	...	10	11	...	...	1	40
11	4	4	...	...	...	...	...	...	...	...	...	4	4	...	...	...	15
35	16	15	...	...	...	...	...	1	...	...	...	16	16	...	...	...	51
41	10	9	...	...	...	...	...	...	...	...	...	10	9	...	...	...	50
32	9	8	...	...	...	...	1	1	...	...	...	10	9	...	...	..	41
40	11	9	...	...	...	...	...	...	...	...	..	11	9	...	...	...	49
67	29	34	...	...	...	...	2	...	...	...	...	31	34	...	...	...	1,01
15	5	5	...	...	...	...	...	...	...	...	...	5	5	...	...	...	20
70	24	27	...	...	...	...	...	...	...	...	...	24	27	...	...	...	97
57	22	25	...	...	...	...	...	...	...	...	1	23	26	...	...	...	83
66	28	30	...	...	...	...	...	...	...	...	...	28	30	...	...	...	96
67	34	34	...	...	...	...	...	...	...	..	...	34	34	...	...	...	1,01
3,49	106	2,60	...	...	..	...	...	...	...	...	...	106	2,60	...	...	1	6,10
88	42	1,04	...	...	...	...	...	...	...	...	...	42	1,04	...	...	...	1,92
3,77	91	2,34	...	...	1	2	...	...	...	...	2	92	2,38	...	...	2	6,17
3,51	116	2,91	...	...	1	1	1	1	...	...	1	118	2,94	...	...	3	6,48
3,59	71	1,86	...	...	1	2	1	1	...	...	...	73	1,89	...	...	1	5,49
3,94	99	2,69	...	...	2	2	...	...	...	...	1	101	2,72	...	...	3	6,69
51	9	42	...	...	8	21	...	...	...	...	1	17	64	1	...	5	1,21
13	2	8	...	...	2	5	...	...	...	...	...	4	13	...	...	1	27
54	12	49	...	...	10	25	...	...	...	...	1	23	75	2	...	4	1,35
51	12	50	...	...	11	28	...	...	...	...	2	23	80	2	...	3	1,36
53	13	54	...	...	10	27	...	...	...	...	2	23	83	2	...	4	1,42
51	13	53	...	...	14	36	...	...	...	...	2	27	91	2	...	4	1,48
5,07	40	5,40	...	6	3	30	10	42	...	4	...	53	6,22	3	...	7	11,39
98	8	1,21	...	4	1	6	3	11	...	...	...	12	1,42	1	...	2	2,43
5,04	43	6,02	...	11	4	30	10	38	...	2	...	57	6,83	3	...	9	11,99
4,82	42	5,63	...	9	4	37	9	30	...	2	...	55	6,41	3	...	10	11,36
5,92	66	6,58	...	5	4	37	14	44	1	3	2	85	7,49	4	...	7	13,52
7,72	91	7,29	...	4	9	52	23	59		3	1	123	8,48	4	..	9	16,33
2,75	76	2,28	...	...	3	4	...	...	...	...	2	79	2,34	3	...	2	5,14
2,16	95	2,99	...	...	4	7	...	...	...	...	2	99	3,08	4	...	3	5,31
2,54	101	3,13	...	...	3	5	1	1	...	...	2	105	3,21	4	...	6	5,85
2,69	81	2,75	...	...	2	4	2	3	...	...	1	85	2,83	6	...	5	5,63

* Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse =0·25 ton.
A head of sheep, goat, etc. ... =0·025 ton.
An elephant ... =2·50 tons.

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets		Total.		
Main head.	Sub-head.			No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		2'0" Gauge. —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
			1912	3	1	1,9	1	29,4	14	1,372,1	4,53	217,1	18	1,620,8	4,87	13
			1st qr. of 1913	1	...	6	1	10,9	4	370,0	1,23	58,5	5	440,1	1,33	4
			1913-14.	7	1	4,2	2	64,4	21	1,497,6	4,62	277,6	21	1,844,5	5,07	16
54	...	Howrah-Amta Light.	1914-15.	7	1	9,9	3	91,9	24	1,556,3	4,59	352,5	23	2,011,3	5,10	17
			1915-16.	6	1	13,2	3	110,5	27	1,595,8	4,67	365,2	25	2,085,3	5,28	18
			1916-17.	6	1	13,8	3	113,2	28	1,606,2	4,71	393,5	26	2,127,3	5,29	15
			1912	2	...	...	...	7,0	2	459,0	98	245,4	24	711,6	1,24	3
			1st qr. of 1913	...	...	...	...	2,3	1	119,1	25	66,9	7	188,3	33	2
			1913-14.	1	...	...	...	23,1	5	504,4	1,04	340,4	30	868,0	1,39	3
55	...	Howrah-Sheakhala Light.	1914-15.	1	...	1,4	...	36,4	7	491,8	98	378,5	31	908,2	1,36	3
			1915-16.	2	...	1,2	1	38,2	8	507,8	99	390,7	31	938,1	1,39	4
			1916-17.	1	...	1,0	...	40,6	7	508,1	99	454,6	35	1,004,4	1,41	3
			1912	...	...	8	...	...	...	151,9	12	...	...	152,7	12	...
			1st qr. of 1913	...	...	...	...	...	...	66,6	5	...	...	66,6	5	...
			1913-14.	...	...	7	...	...	...	159,3	15	...	...	160,0	15	...
56	...	Jagadhri Light.	1914-15.	...	...	4	...	...	...	139,4	13	...	...	139,8	13	1
			1915-16.	...	...	3	...	...	...	137,6	13	...	...	137,9	13	1
			1916-17.	2	...	...	...	17	...	83,8	8	...	...	85,7	8	2
			1912	...	...	...	...	...	...	207,6	36	...	...	207,6	36	...
			1st qr. of 1913	...	...	...	...	...	...	53,9	10	...	...	53,9	10	...
			1913-14.	...	...	...	...	...	...	221,8	36	...	...	221,8	36	...
57	...	Jorhat (Provincial).	1914-15.	...	...	...	...	...	...	214,2	37	...	...	214,2	37	...
			1915-16.	...	...	...	...	...	...	207,3	35	...	...	207,3	35	...
			1916-17.	...	...	...	...	...	...	220,5	39	...	...	220,5	39	...
			1912	...	...	3	...	...	...	73,3	16	...	...	73,6	16	1
			1st qr of 1913	...	...	1	...	...	...	14,3	4	...	...	14,4	4	...
			1913-14.	...	...	3	...	...	...	68,4	19	...	...	68,7	19	...
20	(f)	Pipar-Bilara Light.	1914-15.	...	...	3	...	...	...	74,4	19	...	...	74,7	19	...
			1915-16.	...	...	3	...	...	...	74,2	18	...	...	74,5	18	2
			1916-17	...	...	3	...	...	...	73,4	18	...	...	73,7	18	1
58	...	Kulasekarapatnam—Tissianvillai Light.	1915-16.	...	...	...	...	...	...	64,0	9	...	...	64,0	9	...
			1916-17.	...	...	...	...	...	...	78,0	11	...	...	78,0	11	...
59	...	Tarikere-Narasimharajapura.	1914-15.	*	*	*	*	*	*	*	*	*	*	*	*	*
			1915-16.	...	...	...	...	...	...	7,4	3	...	...	7,4	3	...
			1916-17.	...	...	...	...	...	...	3,2	1	...	...	3,2	1	...
			1912	795,5	62,90	3,223,2	88,31	10,833,3	91,37	375,566,8	17,01,35	26,810,6	17,55	417,229,4	19,56,48	2,44,23
			1st qr. of 1913	230,3	20,00	844,1	21,39	2,882,9	24,24	98,220,6	4,52,42	7,441,4	4,81	109,619,3	5,22,86	60,62
		Total of all Railways.	1913-14.	812,6	68,94	3,460,6	88,70	12,370,8	1,03,48	410,959,8	18,37,03	30,114,1	19,36	457,717,9	21,17,51	2,60,54
			1914-15.	724,5	59,78	3,462,5	89,89	12,617,7	1,03,31	403,558,8	17,62,96	30,722,4	19,35	451,085,9	20,35,29	3,13,43
			1915-16.	728,7	58,76	3,791,1	1,01,41	13,648,1	1,12,82	413,254,0	18,04,85	32,959,0	20,73	464,380,9	20,98,57	3,20,21
			1916-17.	822,6	72,26	4,607,1	1,30,01	14,348,8	1,22,41	431,456,2	19,61,59	34,796,2	21,92	486,030,9	23,08,19	4,03,14

* Information not available.

DIX 5—*concld.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.																
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.		Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings [In thousands]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
5,00	33	58	...	...	...	...	...	...	...	...	...	33	58	...	...	1	5,59
1,37	9	16	...	...	...	...	...	...	...	...	...	9	16	...	...	...	1,53
5,23	41	69	...	...	...	...	...	...	...	...	...	41	69	...	...	2	5,94
5,27	48	83	...	...	...	...	...	...	...	...	...	48	83	...	...	2	6,13
5,41	39	74	...	...	...	...	...	...	...	...	...	39	74	...	...	2	6,17
5,44	39	60	...	...	...	...	...	...	...	...	...	39	60	...	...	3	6,07
1,27	11	13	...	...	...	...	...	...	...	...	...	11	13	...	...	1	1,41
34	3	4	...	...	...	...	...	...	...	...	...	3	4	...	...	...	38
1,42	12	15	...	...	...	...	...	...	...	...	...	12	15	...	...	1	1,58
1,39	12	16	...	...	...	...	...	...	...	...	...	12	16	...	...	1	1,56
1,43	14	18	...	...	...	...	...	...	...	...	...	14	18	...	...	1	1,62
1,44	13	16	...	...	...	...	...	...	...	...	...	13	16	...	...	1	1,61
12	16	13	...	...	...	...	...	...	...	...	...	16	13	...	...	...	25
5	3	2	...	...	...	...	...	...	...	...	...	3	2	...	...	...	7
15	9	9	...	...	...	...	...	...	...	...	...	9	9	...	...	1	25
14	11	8	...	...	...	...	...	...	...	...	...	11	8	...	...	...	22
14	11	9	...	...	...	...	...	...	...	...	...	11	9	...	...	...	23
10	11	7	...	...	...	...	...	...	...	...	...	11	7	...	...		17
36	24	83	...	...	...	...	...	...	...	...	...	24	83	1	...	2	1,22
10	5	20	...	...	...	...	...	...	...	...	...	5	20	...	...	1	31
36	25	91	...	...	...	...	...	...	...	...	...	25	91	1	...	2	1,30
37	22	81	...	...	...	...	...	...	...	...	...	22	81	1	...	2	1,21
35	30	1,15	...	...	...	...	...	...	...	...	...	30	1,15	1	...	6	1,57
39	33	1,21	...	...	...	...	...	...	...	...	...	33	1,21	1	1	3	1,65
17	3	5	...	...	...	1	...	...	...	...	...	3	6	...	...	...	23
4	1	2	...	...	...	...	...	...	...	...	...	1	2	...	...	...	6
19	3	7	...	...	...	...	...	...	...	...	...	3	7	..	...	...	26
19	3	6	...	...	...	...	...	...	...	...	...	3	6	...	...	...	25
20	8	14	...	...	...	...	...	...	...	...	...	8	14	...	...	...	34
19	5	7	...	...	...	...	...	...	...	...	...	5	7	...	...	...	26
9	9	9	...	...	...	...	...	...	...	...	...	9	9	...	...	...	18
11	23	68	...	...	1	1	...	...	...	...	...	24	69	...	...	...	80
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3	2	4	...	...	...	...	1	...	...	...	...	3	4	...	...	1	8
1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
21,96,39	44,349	30,36,32	166	12,79	16,546	4,85,00	17,188	1,98,41	226	31,92	37,49	78,475	37,91,84	9,42	32,71	1,34,68	61,65,04
5,82,43	12,109	7,86,75	42	3,47	4,386	1,29,55	4,863	59,31	63	9 42	8,79	21,463	9,94,61	2,49	8,81	35,27	16,23,61
23,73,69	45,128	28,92,10	166	12,82	17,295	4,96,25	19,744	2,12,46	280	40,17	30,94	82,613	37,77,49	9,55	35,68	1,61,60	163,58,51
33,44,26	41,410	26,38,63	232	25,12	18,474	5,62,75	20,641	2,28,31	215	36,86	25,93	80,972	35,09,18	9,06	34,35	1,45,12	60,42,74
24,14,00	44,660	29,23,35	415	40,53	19,061	6,29,36	18,105	2,25,42	258	42,25	22,90	82,439	38,75,79	9,51	22,47	1,43,32	164,66,04
27,05,95	44,357	29,69,29	778	71,54	22,392	7,97,91	18,442	2,45,40	273	40,00	29,38	86,242	41,43,00	10,89	22,34	1,86,24	70,68,42

* Information not available.

† Live-stock has been converted into tons at :—

A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

‡ Includes figures for Jessore-Jhenidah railway for which detailed information is not available.

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ Gauge.									
1	(*a*) to (*c*), (*e*), (*g*), (*h*) & (*i*)	Bengal-Nagpur ...	1912	35,91	8·92	56,18	13·95	25,24	6·27	32,15	7·98
			1st qr. of 1913	12,64	10·97	16,30	14·14	2,08	7·88	8,18	7·10
			1913-14	46,14	10·97	65,55	15·59	22,35	5·32	33,87	8·05
			1914-15	38,71	9·44	68,93	16·81	20,93	5·11	35,77	8·72
			1915-16	46,38	10·45	71,02	16·01	21,09	4·75	35,38	7·97
			1916-17	44,18	8·62	77,29	15·09	28,48	5·56	38,83	7·58
2	(*a*) to (*e*), & (*m*) to (*r*).	Bombay, Baroda and Central India.	1912	38,05	10·69	73,62	20·68	15,79	4·43	27,71	7·78
			1st qr. of 1913	9,05	9·43	19,00	19·79	3,81	2·97	7,88	7·69
			1913-14	44,62	11·41	76,57	19·58	15,82	4·05	28,05	7·17
			1914-15	38,94	10·53	76,42	20·67	17,54	4·74	28,36	7·67
			1915-16	49,99	12·26	71,44	17·52	16,98	4·17	27,69	6·79
			1916-17	26,46	6·16	73,32	17·06	18,81	4·38	28,65	6·67
3	(*a*) & (*b*)	Eastern Bengal ...	1912	29,49	14·81	27,62	13·86	10,37	5·20	26,73	13·42
			1st qr. of 1913	5,65	11·36	7,71	15·50	2,06	4·13	7,14	14·35
			1913-14	25,83	12·42	30,23	14·54	9,92	4·77	29,32	14·10
			1914-15	25,22	13·67	33,52	18·16	6,74	3·65	32,46	17·59
			1915-16	31,03	14·42	29,53	13·72	9,12	4·24	33,36	15·51
			1916-17	24,68	11·09	28,01	12·59	11,49	5·16	34,35	15·43
4	...	East Indian	1912	88,99	8·46	1,15,89	11·02	39,62	3·77	89,10	8·47
			1st qr. of 1913	24,46	9·14	32,66	12·20	13,82	5·17	22,60	8·44
			1913-14	84,97	8·00	1,26,15	11·88	39,19	3·69	90,82	8·55
			1914-15	86,07	8·04	1,29,34	12·08	36,83	3·44	97,30	9·09
			1915-16	87,01	8·03	1,34,57	12·42	44,32	4·09	97,17	8·96
			1916-17	82,35	7·23	1,33,09	11·62	43,38	3·79	1,00,65	8·79
5	...	Great Indian Peninsula ...	1912	1,02,05	11·79	1,98,91	22·97	33,02	3·81	70,82	8·18
			1st qr. of 1913	25,83	10·21	57,70	22·81	19,59	7·74	19,69	7·78
			1913-14	1,36,54	14·88	2,19,60	23·94	42,72	4·66	78,88	8·60
			1914-15	1,05,00	12·62	2,22,19	26·70	44,89	5·39	82,00	9·85
			1915-16	1,11,77	11·51	2,38,00	24·51	44,81	4·62	79,22	8·16
			1916-17	93,89	8·96	2,56,50	24·48	38,63	3·69	81,56	7·79
6	(*a*) to (*c*)	Madras and Southern Mahratta.	1912	24,74	11·33	46,92	21·48	12,14	5·56	14,57	6·67
			1st qr. of 1913	5,61	9·41	11,02	18·49	2,01	3·37	3,74	6·28
			1913-14	26,39	11·55	51,34	22·47	12,60	5·52	15,53	6·80
			1914-15	26,86	11·40	49,92	21·20	12,37	5·26	16,25	6·90
			1915-16	27,84	10·71	55,34	21·28	12,85	4·94	16,17	6·22
			1916-17	22,99	7·64	68,64	21·15	16,59	5·51	17,01	5·65
7	(*a*) & (*b*)	Nizam's Guaranteed State	1912	8,06	13·08	9,06	14·70	2,17	3·52	3,93	6·38
			1st qr. of 1913	4,91	27·83	1,96	11·12	54	3·06	1,06	6·04
			1913-14	14,94	21·08	9,45	13·33	2,93	4·13	4,16	5·87
			1914-15	9,45	14·95	9,92	15·69	1,86	2·94	4,20	6·65
			1915-16	15,33	22·06	7,95	11·44	3,52	5·07	4,14	5·96
			1916-17	5,40	7·61	10,89	15·35	1,94	2·74	4,13	5,82

DIX 6.

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Subhead.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									5′ 6″ Gauge.		
19,18	4·77	4,10	1·02	11,38	2·83	1,84,14	45·74	1912	Bengal-Nagpur ...	(*a*) to (*c*), (*e*), (*g*), (*h*) & (*i*).	1
4,50	3·90	1,18	1·02	3,91	3·39	55,79	48·40	1st qr. of 1913			
20,36	4·84	4,43	1·05	12,83	3·05	2,05,53	48·87	1913-14			
21,72	5·30	4,63	1·13	16,08	3·92	2,06,77	50·43	1914-15			
21,36	4·81	4,33	0·98	17,92	4·04	2,17,18	49·01	1915-16			
21,79	4·25	4,72	0·92	31,07	6·07	2,46,36	48·09	1916-17			
13,27	3·73	...	...	10,73	3·01	1,79,17	50·32	1912	Bombay, Baroda and Central India.	(*a*) to (*e*), & (*m*) to (*r*)	2
3,46	3·60	...	...	2,44	2·55	45,14	47 03	1st qr. of 1913			
14,06	3·60	...	...	12,32	3 15	1,91,44	48·96	1913-14			
14,87	4·02	...	...	14,60	3·95	1,90,73	51·58	1914-15			
14,69	3·60	...	...	13,33	3·27	1,94,12	47·61	1915-16			
14,75	3·43	...	...	16,79	3·90	1,78,78	41·60	1916-17			
8,44	4·24	...	...	16,81	8·44	1,19,46	59·97	1912	Eastern Bengal ...	(*a*) & (*b*)	3
2,49	5·01	...	...	1,56	3·12	26,61	53 47	1st qr. of 1913			
9,27	4·46	...	...	13,22	6·36	1,17,79	56·65	1913-14			
12,36	6·70	...	...	11,65	6·31	1,21,95	66·08	1914-15			
11,19	5·29	...	...	7,76	3·61	1,21,99	56·70	1915-16			
12,55	5·64	...	...	6,70	3·01	1,17,78	52·92	1916-17			
33,49	3·18	1,87	0·18	26,71	2·54	3,95,67	37·62	1912	East Indian	...	4
8,57	3·20	59	0·22	9,65	3·61	1,12,35	41·98	1st qr. of 1913			
34,97	3·29	2,16	0·20	47,32	4·46	4,25,58	40·07	1913-14			
35,61	3·32	2,06	0·19	34,89	3·26	4,22,10	39·42	1914-15			
35,80	3·30	1,72	0·16	22,18	2·05	4,22,77	39·01	1915-16			
36,34	3·17	—24	—·02	25,59	2·23	4,21,66	36·81	1916-17			
30,62	3·54	...	...	31,79	3·67	4,67,21	53·96	1912	Great Indian Peninsula ...	...	5
7,84	3·10	...	...	6,67	2·64	1,37,32	54·28	1st qr of 1913			
32,58	3·55	...	...	41,29	4 50	5,51,61	60·13	1913-14			
33,44	4·02	...	...	34,60	3·16	5,23,64	62·67	1914-15			
33,32	3·43	...	...	46,69	4·81	5,56,13	56·97	1915-16			
37,69	3·59	...	...	54,68	5·23	*5,65,99	53·69	1916-17			
9,92	4·54	...	...	5,59	2·56	1,13,88	52·14	1912	Madras and Southern Mahratta.	(*a*) to (*c*)	6
2,58	4·33	...	...	1,75	2·94	26,71	44·82	1st qr. of 1913			
10,37	4·54	...	...	7,24	3·17	1,23,47	54·05	1913-14			
10,72	4·55	...	...	8,72	3·70	1,24,84	53·01	1914-15			
10,61	4·08	...	...	10,12	3·89	1,32,93	51·12	1915-16			
11,27	3·74	...	...	17,32	5·76	1,48,82	49·45	1916-17			
3,03	4·92	...	...	1,55	2·52	27,80	45·12	1912	Nizam's Guaranteed State	(*a*) & (*b*)	7
77	4·34	...	...	58	3·28	9,82	35·67	1st qr. of 1913			
3,26	4·60	...	...	1,37	1·93	36,11	50·94	1913-14			
3,31	5·24	...	...	2,29	3·62	31,03	49·09	1914-15			
3,30	4·75	...	...	3,35	4·82	37,59	54·10	1915-16			
3,57	5·03	...	...	4 31	6·08	30,24	42·63	1916-17			

* Includes Rs. 2,,69,000 for the Central Provinces and Rs. 35,000 for the Dhond-Baramati railways for which detailed figures are not available.

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		5' 6" Gauge—*concld.*									
8	...	North Western—									
		Commercial section ...	1912	1,03,28	10·79	1,76,60	18·45	52,86	5·52	85,59	8·94
			1st qr. of 1913	51,16	24·34	47,57	22·63	11,15	5·30	22,68	10·79
			1913-14	1,03,35	11·21	1,91,42	20·77	49,43	5·37	91,52	9·93
			1914-15	1,12,82	13·28	2,00,19	23·56	40,69	4·79	87,42	10·29
			1915-16	1,19,99	13·49	1,77,20	19·93	37,40	4·21	87,10	9·80
			1916-17	1,15,69	11·33	1,70,59	16·71	35,32	3·46	86,51	8·47
		Military section ...	1912	17,86	30·50	19,80	33·81	4,75	8·10	9,89	16·90
			1st qr. of 1913	5,03	36·96	7,42	54·54	1,03	7·62	2,58	18·94
			1913-14	16,08	25·12	26,07	40·72	4,59	7·17	9,86	15·40
			1914-15	18,22	25·11	29,55	40·72	4,61	6·35	9,86	13·59
			1915-16	18,57	24·00	27,95	36·12	4,94	6·38	10,16	13·13
			1916-17	18,82	22·02	30,26	35·41	3,83	4·48	10,39	12·16
		Total Commercial and Military sections (North Western).	1912	1,21,14	11·92	1,96,40	19·33	57,61	5·67	95,48	9·40
			1st qr. of 1913	56,19	25·10	54,99	24·57	12,18	5·44	25,26	11·29
			1913-14	1,19,43	12·12	2,17,49	22·06	54,02	5·48	1,01,38	10·29
			1914-15	1,31,04	14·21	2,29,74	24·91	45,30	4·91	97,28	10·55
			1915-16	1,38,56	14·33	2,05,15	21·22	42,34	4·38	97,26	10·06
			1916-17	1,34,51	12·16	2,00,85	18·15	39,15	3·54	96,90	8·76
9	...	Oudh and Rohilkhand ...	1912	25,12	10·07	33,70	13·50	10,42	4·17	23,04	9·23
			1st qr. of 1913	8,24	13·24	9,44	15·16	5,63	9·04	5,69	9·12
			1913-14	29,97	12·18	36,94	15·01	13,26	5·39	24,20	9·83
			1914-15	28,70	13·48	36,34	17·07	12,24	5·75	23,44	11·01
			1915-16	26,32	11·51	36,04	15·76	12,11	5·30	23,14	10·12
			1916-17	27,73	10·32	34,82	12·95	14,75	5·49	22,16	8·24
10	(a)	South Indian ...	1912	6,55	8·83	17,18	23·17	5,65	7·62	4,97	6·70
			1st qr. of 1913	3,80	20·16	5,29	28·07	1,99	10·56	1,28	6·79
			1913-14	7,70	9·68	22,52	28·31	8,95	11·25	5,37	6·75
			1914-15	8,80	11·26	20,20	25·84	5,73	7·33	5,18	6·62
			1915-16	*	*	*	*	*	*	*	*
			1916-17	*	*	*	*	*	*	*	*
		3' 3½" Gauge									
11	...	Assam-Bengal ...	1912	15,05	23·33	11,40	17·68	3,06	4·74	9,83	15·24
			1st qr. of 1913	3,88	21·44	3,05	16·88	91	5·04	2,43	13·41
			1913-14	13,85	19·67	12,27	17·43	3,31	4·70	10,79	15·31
			1914-15	14,12	20·51	13,15	19·10	5,09	7·39	10,23	14·86
			1915-16	15,15	22·45	12,13	17·98	3,20	4·75	10,68	15·83
			1916-17	15,36	22·79	11,60	17·22	4,41	6·54	11,26	16·72
12	...	Bengal and North-Western.	1912	17,91	8·50	21,31	10·11	6,19	2·94	12,75	6·05
			1st qr. of 1913	5,46	9·90	5,92	10·73	1,68	3·04	3,37	6·11
			1913-14	20,46	9·26	23,66	10·70	6,61	2·99	13,25	6·00
			1914-15	20,24	9·93	23,39	11·48	6,28	3·08	13,44	6·60
			1915-16	19,75	9·49	23,21	11·15	6,02	2·89	13,64	6·56
			1916-17	24,58	10·54	25,17	10·79	7,54	2·23	13,01	5·58

* Included with the South Indian railway (3' 3½" gauge).

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									5′ 6″ GAUGE—*contd.*		
									North Western—	...	8
27,74	2·90	8	0·01	21,22	2·21	4,67,37	48·82	1912			
7,49	3·56	...	...	4,67	2·22	1,44,72	68·84	1st qr. of 1913			
36,38	3·95	39	0·04	24,73	2·68	4,97,22	53·95	1913-14	Commercial section		
35,64	4·19	65	0·08	18,86	2·22	4,96,27	58·41	1914-15			
32,76	3·68	83	0·09	20,73	2·33	4,76,01	53·53	1915-16			
31,04	3·05	28	0·03	25,48	2·50	4,64,91	45·54	1916-17			
4,68	7·99	...	...	1,67	2·86	58,65	100·16	1912			
1,27	8·89	...	...	42	3·08	17,69	130·03	1st qr. of 1913			
5,50	8·59	...	...	1,47	2·30	63,57	99·30	1913-14	Military section		
5,71	7·87	...	...	1,91	2·63	69,86	96·27	1914-15			
5,43	7·02	...	...	2,07	2·68	69,12	89·33	1915-16			
5,11	5·98	...	...	2,30	2·69	70,71	82·74	1916-17			
32,42	3·19	8	0·01	22,89	2·25	5,26,02	51·77	1912			
8,70	3·89	...	...	5,09	2·27	1,62,41	72·56	1st qr. of 1913			
41,88	4·25	39	0·04	26,20	2·66	5,60,79	56·90	1913-14	Total Commercial and Military sections (North Western).		
41,35	4·48	65	0·07	20,77	2·25	5,66,13	61·38	1914-15			
38,19	3·95	83	0·09	22,80	2·36	5,45,13	56·39	1915-16			
36,15	3·27	28	0·03	27,78	2·50	5,35,62	48·41	1916-17			
9,74	3·90	...	...	5,61	2·25	1,07,63	43·12	1912			
2,73	4·39	...	...	1,33	2·14	33,06	53·09	1st qr. of 1913			
10,21	4·15	...	...	5,87	2·38	1,20,45	48·94	1913-14	Oudh and Rohilkhand	...	9
11,59	5·44	...	...	7,03	3·30	1,19,34	56·05	1914-15		...	
10,78	4·71	...	...	5,23	2·29	1,13,62	49·69	1915-16		...	
10,63	3·96	...	...	5,46	2·03	1,15,55	42·99	1916-17		...	
3,29	4·44	...	...	1,30	1·75	38,94	52·51	1912			
86	4·57	...	...	30	1·60	13,52	71·75	1st qr. of 1913			
3,57	4·49	...	...	1,52	1·91	49,63	62·39	1913-14	South Indian	... (a)	10
3,55	4·54	...	...	2,65	3·39	46,11	58·98	1914-15			
*	*	...	...	*	*	39,90	46·99	1915-16			
*	*	...	...	*	*	48,73	49·61	1916-17			
									3′ 3½″ GAUGE.		
5,90	9·15	...	...	1,96	3·04	47,20	73·18	1912			
1,49	8·25	...	...	36	1·97	12,12	66·99	1st qr. of 1913			
5,96	8·46	...	...	1,54	2·18	47,72	67·75	1913-14	Assam-Bengal	...	11
6,35	9·22	46	0·67	2,14	3·10	51,54	74·85	1914-15		...	
7,11	10·53	68	1·00	3,62	5·37	52,57	77·91	1915-16		...	
6,50	9·65	93	1·37	2,53	3·75	52,59	78·04	1916-17		...	
7,89	3·74	4,90	2·32	1,05	0·50	72,00	34·16	1912			
2,06	3·74	1,49	2·70	—66	—1·19	19,32	35·03	1st qr. of 1913			
8,56	3·87	5,29	2·39	2,81	1·27	80,64	36·48	1913-14	Bengal and North-Western.	...	12
8,46	4·15	5,32	2·61	2,54	1·25	79,67	39·10	1914-15			
8,03	3·86	4,55	2·19	3,19	1·53	78,39	37·67	1915-16			
8,20	3·52	5,05	2·17	2,71	1·16	86,26	36·99	1916-17			

* Included with the South Indian railway (3′ 3½″ gauge).

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3½" Gauge—*contd.*									
13	...	Bengal Doors ...	1912	1,53	10·67	1,17	8·16	33	2·30	74	5·16
			1st qr. of 1913	41	12·82	33	10·04	7	2·23	21	6·43
			1913-14	2,09	12·74	1,52	9·30	33	1·99	86	5·26
			1914-15	2,04	12·76	1,48	9·26	52	3·25	90	5·63
			1915-16	2,42	14·74	1,33	8·10	34	2·07	1,00	6·09
			1916-17	2,89	16·33	1,41	7·97	42	2·37	1,11	6·27
14	...	Bhavnagar State ...	1912	1,73	11·23	2,45	15·91	46	2·99	1,37	8·89
			1st qr. of 1913	51	13·17	59	15·35	8	2·06	36	9·21
			1913-14	1,32	8·63	2,62	17·12	43	2·81	1,49	9·74
			1914-15	1,19	7·16	2,69	16·17	42	2·53	1,67	10·04
			1915-16	1,46	8·88	2,46	14·95	56	3·40	1,65	10·03
			1916-17	2,53	14·39	2,30	13·08	47	2·70	1,72	9·75
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	1912	28,85	8·68	71,33	21·46	15,54	4·68	27,50	8·27
			1st qr. of 1913	3,71	4·33	17,41	20·32	4,12	4·81	6,57	7·67
			1913-14	28,91	9·16	63,75	20·20	17,17	5·44	27,88	8·84
			1914-15	34,01	11·18	63,35	20·83	16,03	5·27	27,16	8·93
			1915-16	32,36	9·56	65,77	19·43	13,94	4·12	27,23	8·05
			1916-17	27,27	7·55	67,01	18·56	17,40	4·82	27,40	7·59
15	...	Burma	1912	37,35	17·05	39,18	17·89	14,06	6·42	19,45	8·88
			1st qr. of 1913	10,16	13·66	10,38	13·95	1,40	1·89	4,81	6·46
			1913-14	36,04	14·60	42,57	17·24	14,52	5·88	19,36	7·84
			1914-15	31,97	13·67	43,97	18·80	14,88	6·36	19,48	8·33
			1915-16	32,29	14·62	41,02	18·58	14,42	6·53	19,01	8·60
			1916-17	33,54	13·56	41,78	16·90	11,05	4·47	19,16	7·75
17	...	Dibru Sadiya ...	1912	2,40	17·13	2,34	16·70	1,15	8·21	99	7·07
			1st qr. of 1913	72	19·00	55	14·51	33	8·71	24	6·33
			1913-14	2,30	15·95	2,21	15·33	1,33	9·22	1,08	7·49
			1914-15	2,50	18·01	2,49	17·94	1,33	9·58	1,12	8·07
			1915-16	2,51	16·52	2,75	18·14	1,43	9·41	1,26	8·32
			1916-17	2,35	15·50	2,75	18·14	1,56	10·29	1,35	8·91
3	(*c*) to (*e*)	Eastern Bengal ...	1912	18,68	12 38	23,51	15·59	7,78	5·16	15,59	10·34
			1st qr. of 1913	9,20	22·15	6,64	16·00	2,09	5·03	4,39	10·58
			1913-14	21,65	12·33	24,07	13·71	7,01	3·99	19,02	10·83
			1914-15	21,03	13·50	25,69	16·49	7,60	4·88	20,23	12·99
			1915-16	22,23	15·74	25,19	17·84	8,02	5·68	18,90	13·38
			1916-17	20,49	12·98	24,57	15·57	7,65	4·85	20,39	12·92
18	...	Gondal-Porbandar State ..	1912	88	7·04	2,48	19·95	22	1·74	1,06	8·45
			1st qr. of 1913	20	4·88	81	19·58	8	1·98	29	6·84
			1913-14	1,05	7·37	2,69	18·90	41	2·90	1,14	8·03
			1914-15	1,20	8·46	2,93	20·59	47	3·32	1,37	9·61
			1915-16	1,39	9·22	2,73	18·15	68	4·53	1,03	6·81
			1916-17	2,12	13·37	2,92	18·38	77	4·82	1,29	8·12
7	(*c*) to (*e*)	Hingoli Branch Hyderabad-Godavari Valley and Secunderabad-Gadwal.	1912	8,28	18·71	6,45	14·58	1,16	2·62	3·84	8·68
			1st qr. of 1913	3,21	24·58	2,41	18·46	25	1·91	98	7·51
			1913 14	6,47	14·54	6,64	14·92	1,32	2·96	4,00	8·99
			1914-15	7,12	16·82	7,36	17·38	1,26	2·98	3,96	9·35
			1915-16	6,57	14·23	7,12	15·43	1,67	3·62	3,98	8·62
			1916-17	5,44	13 10	5,73	13·80	1,60	3·85	4,01	9·66

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									3′ 3⅜″ Gauge—*contd.*		
1,08	7·53	7	0·49	25	1·74	5,17	36·05	1912	Bengal Duoars		13
27	8·41	1	0·43	9	2·70	1,39	43·06	1st qr. of 1913			
1,21	7·37	7	0·42	30	1·81	6,38	38·89	1913-14			
1,22	7·63	9	0·56	42	2·63	6,67	41·72	1914-15			
1,18	7·19	14	0 85	45	2·74	6,86	41 78	1915-16			
1,21	6·84	13	0·73	49	2·77	7,66	43·28	1916-17			
1,07	6·95	...	...	28	1·82	7,36	47·79	1912	Bhavnagar State		14
25	6·41	...	...	9	2·18	1,88	48·38	1st qr. of 1913			
1,05	6·86	...	...	58	3·79	7,49	48·95	1913-14			
1,13	6·79	...	...	65	3·91	7,75	46·60	1914-15			
1,14	6·93	...	...	64	3·89	7,91	48·08	1915-16			
1,18	6·72	...	...	51	2·89	8,71	4.·53	1916-17			
14,32	4·31	...	...	5,19	1·56	1,62,73	48·96	1912	Bombay, Baroda and Central India.	(*f*) to (*l*)	2
3,51	4·09	...	...	2,69	3·14	38,01	44·36	1st qr. of 1913			
14,64	4·64	...	...	6,88	2·18	1,59,23	50·46	1913-14			
14,61	4·80			7,15	2·35	1,62,31	53·36	1914-15			
14,78	4·37	...	...	6,24	1·84	1,60,32	47·37	1915-16			
14,34	3·97	...	...	6,46	1·79	1,59,88	44·28	1916-17			
13,65	6·23	2,30	1·05	4,27	1·95	1,30,26	59·47	1912	Burma		15
3,33	5·15	44	0·60	1,20	1·61	32,22	43·32	1st qr. of 1913			
13,49	5·46	1,86	0·75	4,50	1·82	1,32,34	53·59	1913-14			
14,44	6·18	1,73	0·74	7,62	3·26	1,34,09	57·34	1914-15			
14,53	6·58	1,85	0·84	6,53	2·96	1,29,65	58 71	1915-16			
14,47	5·85	1,95	0 79	6,73	2·72	1,28,68	52·04	1916-17			
1,05	7·49	...	...	4	0·29	7,97	56·89	1912	Dibru Sadiya		17
26	6·86	...	...	...	...	2,10	55·41	1st qr. of 1913			
1,03	7·14	...	...	3	0·21	7,98	55·34	1913-14			
1,10	7·93			7	0·50	8,61	62 03	1914-15			
1,22	8·08	...	...	5	0·35	9,22	60·82	1915-16			
1,17	7·72	...	...	4	0·26	9,22	60·82	1916-17			
6,51	4·31	11,07	7·34	4,36	2·89	87,50	58·01	1912	Eastern Bengal ...	(*e*) to (*e*)	3
2,02	4·88	3,39	8·16	1,19	2·84	28,92	69·64	1st qr. of 1913			
7,50	4·27	11,18	6·37	4,59	2·61	95,02	54·11	1913-14			
9,79	6·28	9,26	5·94	5,31	3·41	98,91	63·49	1914-15			
7,93	5·61	5,46	3·87	4,47	3·16	92,20	65·28	1915-16			
7,57	4·79	3,35	2·12	3,17	2·01	87,19	55·24	1916-17			
88	7·08	...	...	65	5·28	6,17	49·54	1912	Gondal-Porbandar State ...	...	18
15	3·66	...	...	14	3·33	1,67	40·27	1st qr. of 1913			
94	6·60	...	...	49	3·48	6,72	47·28	1913-14			
90	6·29			61	4·31	7,48	52·58	1914-15			
86	5·71	...	...	71	4·71	7,40	49·13	1915-16			
90	5·64	...	...	60	3·79	8,60	54·12	1916-17			
3,41	7·71	...	...	59	1·33	23,73	53·63	1912	Hingoli Branch, Hyderabad Godavari Valley and Secunderabad-Gadwál.	(*c*) to (*e*)	7
91	6·95	...	...	33	2·51	8,09	61·92	1st qr. of 1913			
3,95	8·87			60	1·35	22,98	51·63	1913-14			
3,96	9·35	...	...	81	1·91	24,47	57·79	1914-15			
3,91	8·47	...	...	1,35	2·93	24,60	53·30	1915-16			
3,88	9·34	...	...	1,63	3·93	22,29	53·64	1916-17			

APPEN

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3⅜″ Gauge—*contd.*									
			1912	32	13·32	48	19·98	5	2·01	23	9·58
			1st qr. of 1913	11	14·25	14	17·86	2	1·76	4	5·52
19	...	Jamnagar ...	1913-14	28	9·73	47	15·95	7	2·50	23	7·90
			1914-15	72	23·90	47	15·75	7	2·27	25	8·13
			1915-16	72	22·16	40	12·45	7	2·11	25	7·80
			1916-17	71	20·66	62	17·89	6	1·84	24	7·10
			1912	7,77	11·04	12,03	17·08	2,09	2·97	4,31	6·12
			1st qr. of 1913	1,37	7·67	2,85	15·96	30	1·68	1,18	6·61
20	(*a*) to (*e*)	Jodhpur-Bikaner ...	1913-14	9,36	13·40	12,26	17·56	1,82	2·60	4,97	7·12
			1914-15	6,94	11·53	12,17	20·21	2,43	4·04	4,73	7·85
			1915-16	8,68	10·72	14,14	17·46	2,48	3·06	5,25	6·48
			1916-17	9,11	11·20	14,86	18·27	2,82	3·47	5,67	6·97
			1912	67	12·54	85	15·94	14	2·70	47	8·75
			1st qr. of 1913	17	10·74	32	19·85	2	1·20	13	7·77
21	...	Junagad State ...	1913-14	75	12·14	1,08	17·48	22	3·47	53	8·59
			1914-15	85	13·68	1,11	17·79	13	2·18	56	9·02
			1915-16	91	13·10	1,12	16·12	15	2·15	65	9·27
			1916-17	87	11·57	1,26	16·78	26	3·55	65	8·75
			1912	23,85	12·69	42,11	22·41	10,69	5·69	14,39	7·65
			1st qr. of 1913	7,05	13·48	10,48	20·03	2,36	4·50	3,68	7·03
6	(*d*) to (*m*)	Madras and Southern Mahratta.	1913-14	26,09	12·85	46,67	22·99	11,43	5·63	16,23	7·99
			1914-15	24,81	12·94	45,82	23·89	11,41	5·95	15,05	8·32
			1915-16	22,28	10·60	47,77	22·73	12,10	5·76	15,86	7·55
			1916-17	25,52	11·53	48,89	22·10	8,60	3·89	16,25	7·34
			1912	35	4·89	1,22	16·89	27	3·66	41	5·67
			1st qr. of 1913	8	4·29	23	12·25	5	2·36	8	4·26
22	...	Morvi	1913-14	37	4·71	98	12·63	17	2·17	48	6·15
			1914-15	35	4·65	1,04	13·60	33	4·22	42	5·59
			1915-16	44	5·74	1,04	13·39	26	3·33	44	5·73
			1916-17	31	3·64	1,00	11·52	18	2·03	43	4·93
			1912	64	12·23	2,47	47·33	16	3·08	44	8·45
			1st qr. of 1913	14	11·22	61	48·82	6	4·82	11	8·82
10	(*o*)	Nilgiri	1913-14								
			1914-15								
			1915-16	*	*	*	*	*	*	*	*
			1916-17								
			1912	4,04	9·69	4,86	11·66	1,58	3·79	3,04	7·29
			1st qr. of 1913	1,20	10·40	1,27	10·96	44	3·85	83	7·19
25	(*a*) & (*b*)	Rohilkund and Kumaon	1913-14	5,03	12·16	5,25	12·70	1,58	3·82	3,31	8·00
			1914-15	5,46	15·60	5,02	14·35	1,59	4·54	3,37	9·63
			1915-16	4,83	12·90	5,24	14·00	1,49	3·99	3,25	8·68
			1916-17	4,61	10·75	5,33	12·43	1,62	3·78	3,18	7·41
			1912	81	12·86	1,22	19·37	27	4·29	47	7·46
			1st qr. of 1913	13	8·38	33	20·44	7	4·29	13	7·97
10	(*g*)	Shoranur-Cochin ...	1913-14								
			1914-15								
			1915-16	*	*	*	*	*	*	*	*
			1916-17								

*Included with the South Indian railway (3′ 3⅜″ gauge).

DIX 6—*contd.*

system. *[In thousands of rupees.]*

General charge.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (detailed in "Index" to Appendix I).	
Rs.	Proportion per cent to gross earnings	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									3′ 3⅜″ Gauge—*contd.*		
26	11·00	...	...	6	2·75	1,40	58·64	1912	Jamnagar ...	...	19
6	7·59	...	...	1	0·72	38	47·70	1st qr. of 1913			
24	8·02	...	...	7	2·52	1,36	46·62	1913-14			
25	8·13	...	...	16	5·44	1,92	63·62	1914-15			
21	6·57	...	...	12	3·83	1,77	54·92	1915-16			
23	6·58	...	...	11	3·32	1,97	57·39	1916-17			
2,48	3·52	...	...	3,93	5·58	32,61	46·31	1912	Jodhpur-Bikaner ...	(*a*) to (*s*)	20
66	3·69	...	...	79	4·42	7,15	40·03	1st qr. of 1913			
2,69	3·85	...	...	3,88	5·56	34,98	50·09	1913-14			
2,84	4·72	...	...	2,78	4·53	31,84	52·88	1914-15			
3,17	3·92	...	...	3,44	4·25	37,16	45·89	1915-16			
3,58	4·40	...	...	4,13	5·08	40,17	49·39	1916-17			
48	8·92	...	...	7	1·34	2,68	50·19	1912	Junagad State ...	...	21
11	6·86	...	...	3	1·69	78	48·02	1st qr. of 1913			
51	8·31	...	...	12	1·94	3,21	51·93	1913-14			
52	8·30	...	...	12	1·96	3,29	52·93	1914-15			
52	7·46	...	...	21	3·06	3,56	51·16	1915-16			
58	7·74	...	...	18	2·38	3,80	50·77	1916-17			
10,85	5·77	2,09	1·11	3,72	1·98	1,07,70	57·30	1912	Madras and Southern Mahratta.	(*d*) to (*m*)	6
2,74	5·25	64	1·22	99	1·89	27,91	53·40	1st qr. of 1913			
11,59	5·71	2,10	1·06	3,56	1·75	1,17,67	57·98	1913-14			
11,45	5·97	2,07	1·08	4,25	2·21	1,15,76	60·36	1914-15			
11,54	5·49	1,50	0·71	3,91	1·86	1,14,96	54·70	1915-16			
11,46	5·18	2,24	1·01	5,71	2·58	1,18,67	53·64	1916-17			
37	5·17	...	...	8	1·04	2,70	37·32	1912	Morvi	...	22
6	3·28	...	...	1	0·13	51	26·57	1st qr. of 1913			
39	3·74	...	...	45	5·85	2,74	35·25	1913-14			
37	4·82	...	...	29	3·71	2,80	36·59	1914-15			
36	4·68	...	...	27	3·44	2,81	36·31	1915-16			
37	4·23	...	...	16	1·92	2,45	28·26	1916-17			
24	4·61	...	...	10	1·93	4,05	77·68	1912	Nilgiri	(*c*)	10
6	4·82	...	...	1	0·83	99	79·33	1st qr. of 1913			
*	*	...	...	*	*	*	*	1913-14			
								1914-15			
								1915-16			
								1916-17			
2,38	5·71	...	...	58	1·39	16,48	39·53	1912	Rohilkund and Kumaon ...	(*a*) & (*b*)	25
60	5·21	...	...	15	1·31	4,49	38·92	1st qr. of 1913			
2,50	6·05	...	...	64	1·55	18,31	44·28	1913-14			
2,63	7·52	...	...	73	2·09	18,80	53·73	1914-15			
2,61	6·97	...	...	73	1·95	18,15	48·49	1915-16			
2,59	6·04	...	...	55	1·28	17,88	41·69	1916-17			
33	5·25	...	...	20	3·18	3,30	52·41	1912	Shoranur-Cochin ...	(*g*)	10
9	5·53	...	...	5	2·91	80	43·52	1st qr. of 1913			
*	*	...	...	*	*	*	*	1913-14			
								1914-15			
								1915-16			
								1916-17			

* Included with the South Indian railway (3′9⅜″ gauge).

APPEN

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3⅜″ Gauge—*concld.*									
10	(*h*) to (*j*)	South Indian ...	1912	23,62	11·27	37,56	17·92	10,55	5·03	15,85	7·56
			1st qr. of 1913	7,64	14·39	9,87	18·59	3,22	6·07	4,32	8·14
			1913-14	30,88	13·60	45,42	20·01	14,72	6·49	17,04	7·51
			1914-15	22,62	10·31	48,88	22·28	11,53	5·25	18,21	8·30
			1915-16	*21,43	*6·59	*70,90	*21·80	*15,87	*4·88	*22,94	*7·05
			1916-17	*25,24	*7·10	*79,16	*22·27	*20,55	*5·78	*23,76	*6·69
26	...	Udaipur-Chitorgarh ...	1912	40	13·18	50	16·43	11	3·52	22	7·34
			1st qr. of 1913	11	11·82	13	13·87	2	2·62	6	6·53
			1913-14	44	13·71	50	15·77	11	3·47	26	8·23
			1914-15	46	17·41	49	18·55	15	5·65	26	9·72
			1915-16	49	15·17	57	17·76	14	4·22	27	8·24
			1916-17	50	13·26	60	16·09	17	4·49	29	7·86
		2′ 6″ Gauge.									
30	...	Arrah Sasaram Light ...	1912	28	16·18	26	14·80	4	2·52	32	18·39
			1st qr. of 1913	6	13·44	7	15·69	2	3·37	8	17·38
			1913-14	30	15·64	29	15·14	7	3·50	32	16·18
			1914-15	23	10·74	34	15·97	6	2·56	37	17·47
			1915-16	26	13·06	35	17·51	3	1·68	27	13·35
			1916-17	24	10·47	40	17·50	5	2·39	32	14·11
31	...	Bangalore-Chik Ballapur Light.	1914-15	†	†	†	†	†	†	†	†
			1915-16	...	0·01	13	24·95	2	3·59	11	20·74
			1916-17	‡	‡	‡	‡	‡	‡	‡	‡
32	...	Bankura-Damoodar River ...	1916-17	5	22·56	4	15·56	1	2·22	7	33·40
33	...	Baraset-Basirhat Light ...	1912	41	12·13	50	14·78	8	2·41	57	16·94
			1st qr. of 1913	18	19·69	13	14·88	3	2·79	14	15·57
			1913-14	40	12·13	58	17·51	13	4·10	59	17·94
			1914-15	59	16·82	54	15·53	15	4·17	64	18·38
			1915-16	59	15·85	58	15·38	17	4·45	65	17·40
			1916-17	70	19·62	54	15·00	8	2·18	66	18·37
34	...	Barsi Light	1912	71	6·90	1,69	16·42	27	2·64	70	6·74
			1st qr. of 1913	20	6·38	41	13·30	8	2·54	23	7·42
			1913-14	73	5·55	1,63	12·40	25	1·92	79	5·99
			1914-15	71	6·39	1,63	14·56	27	2·39	86	7·73
			1915-16	70	6·56	1,42	13·27	24	2·28	81	7·57
			1916-17	70	6·25	1,37	12·17	33	2·95	85	7·59
35	...	Bengal Provincial ...	1912	16	11·82	20	15·53	6	4·64	23	17·50
			1st qr. of 1913	3	9·98	7	20·82	2	5·43	6	17·80
			1913-14	15	11·27	22	16·66	8	6·05	23	17·12
			1914-15	17	11·61	26	18·41	7	5·03	25	17·47
			1915-16	19	13·74	25	17·62	6	3·84	25	18·00
			1916-17	17	13·48	26	20·59	7	4·97	25	19·42
36	...	Bukhtiarpur-Bihar Light	1912	14	5·79	34	13·78	7	2·79	35	13·80
			1st qr. of 1913	3	8·61	12	34·12	1	2·98	8	23·17
			1913-14	23	14·78	33	20·89	5	3·03	33	20·80
			1914-15	17	10·06	30	18·12	7	3·93	36	21·46
			1915-16	26	11·06	31	13·40	10	4·52	41	17·83
			1916-17	27	16·99	21	13·06	4	2·29	32	20·44

* Includes the South Indian railway (5′ 6″ gauge) and the Morappur-Hosur and Tirupattur-Krishnagiri railways (2′ 6″ gauge).

† Information not available.

‡ Included with the Kolar District railway (2′ 6″ gauge).

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									3′ 3⅜″ Gauge—*concld.*		
11,35	5·41	...	...	7,07	3·37	1,06,00	50·56	1912	South Indian ...	(*b*) to (*j*)	10
3,05	5·74	...	...	1,60	3·01	29,70	55·94	1st qr. of 1913			
12,12	5·34	43	0·19	8,28	3·65	1,28,89	56·79	1913-14			
12,63	5·76	3,66	1·67	9,16	4·17	1,21,69	57 74	1914-15			
*15,50	*4·77	*4,12	*1·27	*11,79	*3·63	1,20,66	50·69	1915-16			
*14,99	*4·22	*4,05	*1,14	*11,19	*3·15	1 28,12	50·31	1916-17			
16	5·22	...	...	9	2·81	1,48	48·50	1912	Udaipur-Chitorgarh ...	...	20
4	4·49	...	...	1	1·15	37	40·48	1st qr. of 1913			
17	5·17	...	...	6	1·83	1,54	48·18	1913-14			
17	6·27			5	2·04	1,58	59·64	1914-15			
17	5·21	...	...	7	2·19	1,71	52·79	1915-16			
18	4·76	...	...	9	2·34	1,83	48·80	1916-17			
									2′ 6″ Gauge.		
22	12·88	...	...	1	0·77	1,13	65·54	1912	Arrah-Sasaram Light ...	...	30
5	12·03	...	...	1	1·98	29	63·94	1st qr. of 1913			
23	11·62	...	...	2	1·29	1,23	63·37	1913-14			
23	10·74	...	...	2	1·02	1,25	58·50	1914-15			
24	12·28	...	...	2	1·13	1,17	59·01	1915-16			
22	9·98	...	...	3	1·25	1,26	55·70	1916-17			
†	†	†	†	†	...	†	†	1914-15	Bangalore-Chik Ballapur Light.	...	31
8	14·55	...	...	...	12	34	64·96	1915-16			
‡	‡	‡	‡	‡	‡	‡	‡	1916-17			
3	14·70	...	...	...	0·48	20	88·92	1916-17	Bankura-Damoodar River ...	...	32
16	4·72	...	...	4	1·01	1,76	51·99	1912	Baraset-Basirhat Light ...	...	33
4	4·43	...	...	1	0·81	53	58·18	1st qr. of 1913			
17	5·34	...	...	5	1·40	1,92	58·42	1913-14			
19	5·56			4	1·25	2,15	61·71	1914-15			
18	4·92	...	...	5	1·31	2,22	59·31	1915-16			
18	5·18	...	...	6	1·72	2,22	62·07	1916-17			
1,09	10·56	...	...	19	1·79	4,65	45·05	1912	Barsi Light ...	...	34
27	8·66	...	...	4	1·30	1,23	39·60	1st qr. of 1913			
1,09	8·26	...	...	22	1·66	4,71	35·78	1913-14			
1,19	10·64			23	2·10	4,89	43·81	1914-15			
1,25	11·72	...	...	28	2 66	4,70	44 06	1915-16			
1,27	11·30	...	...	28	2·47	4,80	42·73	1916-17			
16	12·50	...	...	1	0·70	82	62·69	1912	Bengal Provincial ...	...	35
4	12·07	...	...	...	...	22	66·10	1st qr. of 1913			
16	12·20	...	...	3	1·85	87	65·15	1913-14			
18	12·61			2	1·68	95	66·81	1914-15			
19	13·44	...	...	2	1·54	96	68·18	1915-16			
19	14·82	...	...	1	0·76	95	74·04	1916-17			
10	3·86	...	...	8	3·08	1,08	43·10	1912	Bukhtiarpur-Bihar Light	...	36
3	7·34	...	...	2	4·26	29	80·48	1st qr. of 1913			
10	5·94	...	...	8	5·22	1,12	70·65	1913-14			
9	5·59			7	4·51	1,06	63 67	1914-15			
10	4·31	...	...	4	1·66	1,22	52·78	1915-16			
9	6·04	...	...	2	1·56	95	60·38	1916-17			

* Includes the South Indian railway (5′ 6″ gauge) and the Morappur-Hosur and Tirupattur-Krishnagiri railways (2′ 6″ gauge).

† Information not available.

‡ Included with the Kolar District railway (2′—6″ gauge).

APPEN

Details of working expenses of each railway

Classification No. of railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 6″ Gauge—*contd.*									
37	...	Burdwan-Katwa ...	1915-16	...	0·18	7	17·55	1	2·45	9	24·37
			1916-17	39	29·36	25	19·02	4	2·95	35	25 95
38	...	Champaner-Shivrajpur Light.	1912	13	15·07	20	22·46	2	1·94	10	11·67
			1st qr. of 1913	4	11·38	5	15·56	1	1·65	2	7·76
			1913-14	14	16·72	19	21·85	4	4·47	12	13·31
			1914-15	15	23·13	20	32·11	4	6·05	11	17·58
			1915-16	13	17·35	18	23·63	2	3·32	10	13·50
			1916-17	14	15·07	20	20·54	3	3·25	16	16·59
39	...	Cutch State	1912	15	14·90	17	16·32	3	3·27	7	7·55
			1st qr. of 1913	3	14·34	3	15 77	1	4·11	2	7·95
			1913-14	28	28·91	12	11·87	5	5·20	7	7·47
			1914-15	13	13·28	17	17·41	6	6 08	8	8·02
			1915-16	12	11·57	14	12·81	6	5·35	9	8·32
			1916-17	17	18·01	16	16·99	4	4·66	6	6·72
40	...	Dehri Rohtas Light ...	1912	11	13·34	7	9·22	3	3·52	15	18·51
			1st qr. of 1913	3	9·24	3	8·83	1	3·70	4	13·80
			1913-14	10	6·59	10	6·79	6	4·15	19	12·40
			1914-15	7	3·62	13	6·77	7	3·52	19	10·14
			1915-16	15	7·08	15	6·76	5	2·28	20	9·15
			1916-17	17	7 28	13	5·77	8	3·57	21	9·13
41	...	Dholpur-Bari ...	1912	6	15·24	10	25·19	4	9·81	5	13·63
			1st qr. of 1913	2	11·28	2	17·39	1	8·01	2	12·98
			1913-14	7	13·40	7	12 76	3	5·62	7	13·70
			1914-15	9	12·61	13	17·89	3	3·84	8	11·71
			1915-16	11	12·13	21	23 47	4	4·85	9	10·49
			1916-17	11	10·43	15	13·93	4	3·67	9	8 84
44	...	Godhra-Lunavada ...	1913-14	1	10·35	3	25 86	1	3·09	3	25·56
			1914-15	6	14·32	10	22·22	2	4·15	10	22·19
			1915-16	16	30·27	11	21·66	2	2·86	10	19 59
			1916-17	16	24·32	11	17·72	2	3·57	10	16·31
45	...	Jessore-Jhenidah ...	1913-14	2	3·74	8	15·87	2	3 14	9	18·45
			1914-15	20	26·20	16	20·68	4	4·88	21	6 4(
			1915-16	32	33·23	32	33·89	6	6·69	23	24 ·34
			1916-17	33	30·24	26	23·37	3	2·45	30	26 ·81
47	...	Kolar District ...	1913-14	...	...	3	42·30	1	3·92	2	28·73
			1914-15	3	8 38	12	32·07	1	2·93	8	22 5 8
			1915-16	5	10·41	10	20 68	1	2·68	8	17· 13
			1916-17	20	11·26	49	27·58	7	4 04	33	18·34
48	...	Madaya Light ...	1912	*	*	*	*	*	*	*	*
			1st qr. of 1913								
			1913-14								
			1914-15								
			1915-16								
			1916-17								
70	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	1912	29	25·66	41	36·28	4	3·54	8	7·08
			1st qr. of 1913	10	41·67	13	54·16	1	4·17	2	8·33
			1913-14	58	32·05	91	50·28	6	3·31	14	7·73
			1914-15	80	40·47	97	48·84	7	3·43	14	7 16
			1915-16	†	†	†	†	†	†	†	†
			1916-17	†	†	†	†	†	†	†	†

* Information not available.
† Included with the South Indian railway (3′ 3½″ gauge).

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									2′ 6″ Gauge—*contd.*		
3	6·40	...	...	...	0·62	20	51·57	1915-16	Burdwan-Katwa ...	...	37
22	16·13	...	...	...	0·16	1,25	93·57	1916-17			
10	11·93	...	...	1	0·79	56	63·86	1912			
3	8·24	...	...	...	...	15	44·59	1st qr. of 1913			
12	13·96	...	...	1	0·62	62	70 93	1913-14	Champaner-Shivrajpur Light.	...	38
13	19·99	...	...	1	0·87	64	99·73	1914-15			
13	17·43	...	...	1	1·55	57	76 78	1915-16			
13	13·68	...	...	1	1·58	67	70·71	1916-17			
3	2·63	...	...	...	...	45	44·67	1912			
1	2·90	...	...	...	...	10	45·07	1st qr. of 1913			
12	12·33	...	...	...	...	64	65·78	1913-14	Cutch State	...	39
14	14·93	...	...	...	...	58	59·72	1914-15			
12	11·52	...	...	...	0·32	53	49·89	1915-16			
14	15·17	...	...	...	0·24	57	61·79	1916-17			
6	8·22	...	...	3	3·36	45	56·17	1912			
2	7·63	...	...	...	...	13	43·20	1st qr. of 1913			
10	6 67	...	...	1	0·82	56	37·33	1913-14	Dehri Rohtas Light ...	...	40
12	6·42	...	...	2	0·88	60	31·35	1914-15			
13	5·84	...	...	2	1·00	70	32·11	1915-16			
12	5·37	1	0·28	1	0·30	73	31·70	1916-17			
6	15·61	...	...	1	0·79	32	80·27	1912			
1	10·38	...	...	...	...	8	60 04	1st qr. of 1913			
7	13·53	...	...	1	1·03	32	60·04	1913-14.	Dholpur-Bari ...	...	41
10	14·03	...	...	1	0·86	44	60·94	1914-15			
12	14·13	...	...	...	0 41	57	65·48	1915-16			
13	11·99	...	...	...	0·42	52	49·28	1916-17			
3	21·64	...	...	...	1·23	11	86·00	1913-14			
12	25·92	...	...	1	2·74	41	90·03	1914-15	Godhra-Lunavada ...	...	44
16	29·68	...	...	1	3·13	56	106·80	1915-16			
13	19·77	...	...	2	2·33	54	84·02	1916-17			
16	31·60	...	...	1	2·75	38	75·55	1913-14			
32	41·28	...	...	1	1·81	94	121·25	1914-15	Jessore-Jhenidah ...	...	45
36	38 50	...	...	4	4·27	1,33	140·92	1915-16			
47	42·59	...	...	4	3·88	1,43	129·34	1916-17			
1	15·80	...	...	1	12·58	8	103·33	1913-14			
6	16·31	...	...	1	4·39	31	86·66	1914-15	Kolar District ...	...	47
9	18·56	...	...	3	4·86	36	74·32	1915-16			
30	17·06	...	...	7	4·03	146	82·31	1916-17			
*	*	*	...	*	*	*	*	1912 1st qr. of 1913 1913-14. 1914-15 1915-16 1916-17	Madaya Light ...	...	48
6	5·31	...	...	2	1·77	90	79·64	1912			
1	4·17	...	...	1	4·17	28	116·67	1st qr. of 1913			
9	4·97	...	...	6	3·31	1,84	101·65	1913-14.	Morappur-Hosur and Tirupattur-Krishnagiri.	(*k*) & (*l*)	10
10	5·40	...	...	8	4·09	2,16	109·39	1914-15			
†	†	...	...	†	†	1,99	89·24	1915-16			
†	†	...	...	†	†	2,09	83·94	1916-17			

* Information not available.
† Included with the South Indian railway ($3'_{6}3\frac{3}{8}''$ gauge).

Details of working expenses of each railway

Classification No. of railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 6″ Gauge—*concld.*									
1	(*d*)	Mourbhanj State ...	1912	8	15·08	6	12·68	5	9·91	7	12·93
			1st qr. of 1913	1	8·49	2	13·40	1	5·53	2	10·86
			1913-14	7	10·12	7	10·88	4	5·65	8	12·40
			1914-15	6	10·27	10	18·07	3	6·13	8	14·72
			1915-16	9	18·62	8	17·37	4	8·70	7	15·30
			1916-17	16	30·56	11	21·70	4	7·45	8	15·19
49	...	Nadiad-Kapadvanj ...	1st qr. of 1913	2	22·80	1	21·79	...	...	1	17·27
			1913-14	8	7·53	20	19·17	2	1·86	15	15·07
			1914-15	19	16·12	20	16·84	3	2·65	19	16·04
			1915-16	19	14·35	18	13·18	2	1·51	18	13·46
			1916-17	18	12·27	20	13·96	2	1·50	18	12·27
1	(*f*)	Parlakimedi Light ...	1912	10	25·79	9	21·19	3	6·80	3	8·28
			1st qr. of 1913	2	17·65	2	14·03	...	...	1	5·78
			1913-14	13	25·28	8	15·00	5	9·02	4	6·96
			1914-15	10	18·91	13	26·36	3	6·82	4	6·82
			1915-16	16	38·48	13	33·68	4	9·53	4	10·31
			1916-17	18	36·47	15	31·42	5	9·87	4	9·74
25	(*o*)	Powayan Light ...	1912	16	16·00	18	17·96	7	6·68	10	10·18
			1st qr. of 1913	2	10·45	5	25·00	1	6·41	3	11·43
			1913-14	14	14·51	21	20·94	5	4·91	10	10·63
			1914-15	12	14·88	20	24·68	4	4·63	10	11·47
			1915-16	14	14·27	21	22·09	4	4·77	10	10·06
			1916-17	15	15·16	24	23·78	5	4·90	9	9·00
50	...	Shahdara (Delhi)-Saharanpur Light.	1912	58	9·49	66	10·80	10	1·66	72	11·86
			1st qr. of 1913	16	8·08	14	7·46	3	1·42	22	11·37
			1913-14	62	9·99	70	11·26	12	2·01	76	12·24
			1914-15	69	10·63	70	10·84	11	1·69	92	14·13
			1915-16	68	12·37	68	12·44	14	2·54	70	12·83
			1916-17	64	9·52	68	10·22	15	2·22	78	11·62
51	...	Tezpore-Balipara Light ...	1912	16	13·13	16	13·36	18	15·23	19	15·29
			1st qr. of 1913	4	15·42	4	14·02	5	19·52	5	19·00
			1913-14	18	13·44	20	14·69	18	13·30	21	15·65
			1914-15	19	14·21	24	17·33	16	12·01	22	16·14
			1915-16	19	13·37	19	13·69	19	13·10	21	15·10
			1916-17	19	12·75	21	14·43	19	12·71	23	15·73
		2′ 0″ Gauge.									
52	...	Darjeeling-Himalayan ...	1912	1,11	9·76	1,97	17·31	77	6·70	98	8·63
			1st qr. of 1913	28	11·35	52	21·46	13	5·53	29	12·00
			1913-14	1,14	9·50	2,31	19·27	79	6·58	1,26	10·50
			1914-15	1,27	11·19	2,03	17·91	68	5·94	1,08	9·48
			1915-16	94	7·90	2,33	19·58	70	5·88	1,17	9·83
			1916-17	1,19	7·29	2,93	17·94	1,06	6·49	1,41	8·63
53	...	Gwalior Light ...	1913-14	55	10·68	...	...	*1,84	35·81	23	5·23
			1914-15	33	6·28	1,55	29·13	37	7·02	30	5·59
			1915-16	48	8·24	1,52	25·88	25	4·27	31	5·33
			1916-17	40	7·12	1,12	19·85	20	3·54	32	5·66

* Includes locomotive expenses.

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									2' 6" Gauge—*concld.*		
2	4·03	...	...	...	0·79	28	55·42	1912			
1	4·88	...	...	...	...	7	43·16	1st qr. of 1913			
3	4·42	...	...	1	1·02	30	44·32	1913-14	Mourbhanj State ...	(*d*)	1
2	3·84	...	...	...	...	29	54·35	1914-15			
2	4·54	...	...	1	1·16	31	65·69	1915-16			
2	4·12	...	...	1	1·20	42	80·22	1916-17			
1	10·59	...	...	...	...	5	72·45	1st qr. of 1913.			
16	15·29	...	...	1	0·95	62	59·87	1913-14	Nadiad-Kapadvanj ...	...	49
18	14·83	...	...	1	0·53	80	67·01	1914-15			
19	14·02	...	...	2	1·23	78	58·05	1915 16			
15	10·55	...	...	2	1·14	75	51·69	1916-17			
2	4·92	...	...	1	3·52	28	70·50	1912			
1	3·93	...	...	...	...	6	41·39	1st qr. of 1913			
2	4·79	...	...	1	2·86	33	63·91	1913-14	Parlakimedi Light ...	(*f*)	1
2	4·80	...	...	...	0·58	32	64·33	1914-15			
2	5·10	...	...	1	0·81	40	97·91	1915-16			
2	4·13	...	...	1	0·88	45	92·51	1916-17			
9	8·64	...	...	1	0·80	61	60·26	1912			
1	5·92	...	...	...	1·06	12	60·27	1st qr. of 1913		(*e*)	25
9	8·79	...	...	...	0·54	59	60·32	1913-14	Powayan Light ...		
4	4·34	...	...	...	...	50	60·00	1914-15			
8	8·46	...	...	...	0·35	57	60·00	1915-16			
7	6·38	...	...	1	1·08	61	60·30	1916-17			
42	6·83	...	...	8	1·23	2,56	41·87	1912			
9	4·90	...	...	2	1·05	66	34·28	1st qr. of 1913			
42	6·88	...	...	7	1·15	2,69	43·53	1913-14	Shahdara (Delhi)-Saharanpur Light.	...	50
42	6·46	...	...	6	1·01	2,90	44·76	1914-15			
42	7·53	...	...	7	1·32	2 69	49·03	1915-16			
43	6·46	...	...	8	1·19	2,76	41·23	1916-17			
16	13·57	...	...	1	0·65	86	71·23	1912			
5	17·30	...	...	...	...	23	85·26	1st qr. of 1913			
16	12·14	...	...	1	0·71	94	69·93	1913-14	Tezpore-Balipara Light ...	...	51
17	12·68	...	...	1	0·61	99	72·98	1914-15			
17	11·95	...	...	2	1·43	97	68·64	1915-16			
17	11·78	...	...	2	0·97	1,01	68·37	1916-17			
									2' 0" Gauge.		
1,08	9·46	...	...	37	3·25	6,28	55·11	1912			
26	10·56	...	...	8	3·25	1,56	64·15	1st qr. of 1913			
1,11	9·25	...	...	37	3·08	6,98	58·18	1913-14	Darjeeling-Himalayan ...	...	52
1,21	10·66	...	...	39	3·44	6,66	58·65	1914-15			
1,33	11·18	...	...	43	3·61	*7,71	*57·08	1915-16			
1,25	7·66	...	...	73	4·47	*10,23	*62·65	1916-17			
27	4·55	...	...	5	0·91	2,94	57·18	1913-14			
5	6·61	...	...	25	4·62	3,15	59·25	1914-15			
40	6·90	...	...	34	5·76	3,30	56·38	1915-16	Gwalior Light ...	...	53
36	6·45	...	...	42	7·44	2·82	50·06	1916-17			

* Includes figures for the Darjeeling-Himalayan railway extensions for which details are not available.

Details of working expenses of each railway

Classification No. of railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		2' 0" Gauge—*concld.*									
54	...	Howrah-Amta Light ...	1912	51	9·18	67	12·02	18	3·24	8	14·30
			1st qr. of 1913	16	10·29	21	13·85	7	4·56	23	15·07
			1913-14	72	12·13	91	15·40	24	4·12	95	15·93
			1914-15	85	13·92	1,17	19·03	27	4·47	1,07	17·37
			1915-16	81	13·09	93	15·12	31	5·01	1,10	17·75
			1916-17	72	11·94	95	15·62	20	3·33	1,06	17·48
55	...	Howrah-Sheakhala Light	1912	16	11·33	14	10·25	3	1·98	23	16·00
			1st qr. of 1913	3	8·82	4	9·81	1	2·81	6	15·51
			1913-14	32	20·14	15	9·88	3	2·17	26	16·56
			1914-15	27	17·34	17	10·76	3	2·23	26	16·88
			1915-16	25	15·14	31	19·36	4	2·26	28	17·33
			1916-17	25	15·75	28	17·35	3	2·07	27	16·46
56	...	Jagadhri Light ...	1912	3	10·94	9	37·66	1	4·07	7	27·24
			1st qr. of 1913	1	10·47	2	31·08	...	...	1	16·24
			1913-14	2	9·05	7	29·09	1	1·49	6	24·64
			1914-15	2	7·78	7	31·61	...	1·12	5	21·42
			1915-16	2	9·16	7	31·85	2	7·78	5	22·17
			1916-17	3	17·91	6	34·43	1	3·72	5	27·46
57	...	Jorhat (Provincial) ...	1912	22	18·10	25	20·28	8	6·94	15	12·12
			1st qr. of 1913	6	19·19	5	18·56	1	3·51	4	13·03
			1913-14	25	19·29	27	20·46	7	5·33	15	12·03
			1914-15	40	32·95	39	32·02	9	7·55	20	16·24
			1915-16	22	14·01	34	21·66	6	3·82	19	12·10
			1916-17	11	6·67	35	21·21	8	4·85	23	13·94
20	(*f*)	Pipar-Bilara Light ...	1912	4	18·38	9	37·78	1	5·09	2	11·27
			1st qr. of 1913	1	15·04	2	32·26	...	...	1	15·88
			1913-14	5	20·40	12	45·97	5	17·65	2	8·62
			1914-15	5	18·47	8	31·52	...	1·16	3	9·91
			1915-16	5	14·58	11	33·45	1	2·96	4	10·70
			1916-17	5	17·91	10	40·39	2	8·20	3	12·68
58	...	Kulasekarapatnam-Tissianvillai Light.	1915-16	2	12·84	2	9·42	1	2·33	8	44·66
			1916-17	7	8·83	17	21·71	5	5·60	4	4·39
59	...	Tarikere-Narasimharajapura.	1914-15	*	*	*	*	*	*	*	*
			1915-16	1	15·29	3	32·87	...	3·40	3	38·24
			1916-17	1	105·62	2	208·44	...	11·78	1	90·81
		Total of all railways	1912	6,80,82	11·04	10,68,70	17·33	2,90,08	4·71	5,27,43	8·56
			1st qr. of 1913	2,13,38	13·14	2,92,59	18·02	88,81	5·47	1,37,92	8·50
			1913-14	7,51 15	11·81	11,60,34	18·25	3,08,67	4·85	5,60,76	8·82
			1914-15	7,04,36	11·66	11,90,10	19·69	2,88,75	4·78	5,73,56	9·48
			1915-16	7,37,43	11·41	11,85,38	18·33	2,92,74	4·53	5,68,85	8·80
			1961-17	6,74,26	9·54	12,27,51	17·37	3,03,43	4·29	5,84,30	8·27

*Information not available.

DIX 6—*concld.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									2' 0" Gauge.—*concld.*		
29	5·24	...	...	8	1·34	2,53	45·32	1912	Howrah-Amta Light ...	...	54
7	4·81	...	...	2	1·31	76	49·89	1st qr. of 1913			
33	5·48			10	1·69	3,25	54·75	1913-14			
33	5·37	...	...	5	0·89	3,74	61·05	1914-15			
30	4·94	...	...	12	1·96	3,57	57·87	1915-16			
32	5·21	...	...	13	2·16	3,38	55·74	1916-17			
9	6·55	...	...	1	0·82	66	46·93	1912	Howrah-Sheakhala Light	...	55
2	5·67	...	...	...	...	16	42·62	1st qr. of 1913			
10	6·10			2	1·02	88	55·87	1913-14			
10	6·39	...	...	2	1·18	85	54·78	1914-15			
10	6·09	...	...	2	1·58	1,00	61·76	1915-16			
11	6·52	...	...	2	1·38	96	59·53	1916-17			
3	13·22	...	...	...	...	23	93·13	1912	Jagadhri Light ...	...	56
1	20·69	...	...	...	...	5	78·48	1st qr. of 1913			
5	20·09			1	2·07	22	86·43	1913-14			
5	22·73	...	...	1	2·77	20	87·43	1914-15			
4	17·90	...	...	1	1·80	21	90·66	1915-16			
3	21·11	...	...	...	1·83	18	106·46	1916-17			
15	12·53	...	...	4	3·11	89	72·98	1912	Jorhat (Provincial) ..	...	57
4	14·03	...	...	1	1·14	21	69·46	1st qr of 1913			
14	10·96			2	1·29	90	69·36	1913-14			
19	15·25	...	...	1	1·22	1,28	105·23	1914-15			
19	12·10	...	...	2	1·28	1,02	64·97	1915-16			
18	10·91	5	3·03	2	1·21	1,02	61·82	1916-17			
1	3·51	...	...	...	...	17	76·03	1912	Pipar-Bilara Light ...	(*f*)	20
...	...	...	...	...	...	4	63·18	1st qr. of 1913			
1	2·05	...	...	...	0·25	25	94·94	1913-14			
...	1·20	...	...	...	0·41	16	62·67	1914-15			
...	1·03	...	...	...	0·24	21	62·96	1915-16			
1	1·27	...	...	...	0·63	21	81·08	1916-17			
...	1·39	...	...	...	...	13	70·64	1915-16	Kulasekarapatnam-Tissianvillai Light.	...	58
...	0·45	...	...	...	...	33	40·98	1916-17			
*	*	...	...		*		*	1914-15	Tarikere-Narasimharajapura	...	59
3	37·86	...	...	...	...	10	127·66	1915 16			
1	81·94	...	...	...	...	5	498·59	1916-17			
2,52,46	4·09	26,48	0·43	1,69,91	2·76	30,15,88	48·92	1912	Total of all railways.		
65,81	4·05	7,74	0·48	42,59	2·62	8,48,83	52·28	1st qr. of 1913			
2,74,31	4·32	27,91	0·44	2,09,75	3·30	32,92,80	51·79	1913-14			
2,87,39	4·75	29,93	0·50	1,99,43	3·30	†32,75,04	54·19	1914 15			
2,80,48	4·34	25,18	0·39	1,98,76	3·07	†32,91,95	50·91	1915-16			
2,84,89	4·03	22·52	0 32	2,38,71	3·38	33,40,32	47·26	1916-17			

* Information not available.

† Includes figures for lines for which details are not available.

APPENDIX 7.

General results of working each railway system.

Classification No. of railway (detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7)
Main head.	Sub-head										
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ Gauge.									
1	(*a*) to (*c*), (*e*), (*g*), (*h*) & (*i*)	Bengal-Nagpur	1912	2,489·92	9,526	35,72,18	4,02,63	1,84,14	2,18,49	*45 74	6·12
			1st qr. of 1913	2,489·92	2,504	36,11,95	1,15,26	55,79	59,47	*48·40	1·65
			1913-14	2,673·32	10,303	38,65,58	4,20,59	2,05,53	2,15,06	*48·87	5·56
			1914-15	2,670·82	10,525	40,08,62	4,10,01	2,06,77	2,03,24	*50·43	5·07
			1915 16	2,683·66	10,689	40,73,73	4,43,73	2,17,48	2,26,25	*49·01	5·56
			1916-17	2,738·15	11,283	40,96,74	5,12,28	2,46,36	2,65,92	*48·09	6·51
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	1912	1,351·09	6,892	24,01,01	3,56,03	1,79,17	1,76,86	50·32	7·42
			1st qr. of 1913	1,351.08	1,728	24,36,57	95,97	45,14	50,83	47·03	2·09
			1913-14	1,425·30	6,961	26,00,92	3,91,04	1,91,44	1,99,60	48·96	7·70
			1914-15	1,496·97	7,178	27,22,12	3,69,74	1,90,73	1,79,01	51·58	6·60
			1915-16	1,505·66	7,348	27,86,17	4,07,73	1,94,12	2,13,61	47·61	7·69
			1916-17	1,504·97	7,664	28,10,18	4,29,72	1,78,78	2,50,94	41·60	8·96
3	(*a*) & (*b*)	Eastern Bengal	1912	511·86	4,420	15,07,10	1,99,18	1,19,46	79,72	59·97	5·29
			1st qr. of 1913	511·83	1,089	15,89,76	49,76	26,61	23,15	53·47	1·46
			1913-14	507·20	4,514	16,98,73	2,07,21	1,17,79	89,42	56·65	5·30
			1914-15	559·96	4,726	22,38,17	1,84,54	1,21,95	62,59	66·08	2·80
			1915-16	582 51	4,664	23,36,72	2,15,14	1,21,99	93,15	56·70	4·04
			1916-17	616·01	4,292	24,15,05	2,22,55	1,17,78	1,04,77	52·92	4·34
4	...	East Indian ...	1912	2,624·61	22,914	65,84,16	10,51,66	3,95,67	6,55,99	37·62	9·96
			1st qr. of 1913	2,652·93	5,903	66,26,33	2,67,63	1,12,35	1,55,28	41·98	2·34
			1913-14	2,717·72	24,063	69,67,26	10,62,16	4,25,58	6,36,58	40·07	9·14
			1914 15	2,716·46	25,439	72,96,13	10,70,78	4,22,10	6,48,68	39·42	8 89
			1915-16	2,719·05	25,658	73,80,99	10,83,73	4,22,77	6,60,96	39·01	8·96
			1916-17	2,806·75	27,163	75,41,98	11,45,52	4,21,66	7,23,86	36·81	9·60
5	...	Great Indian Peninsula.	1912	3,163·57	21,448	58,72,37	8,65,79	4,67,21	3,98,58	53·96	6·79
			1st qr. of 1913	3,162·65	5,559	59,63,29	2,52,97	1,37,32	1,15,65	54·28	1·94
			1913-14	3,025·96	21,806	63,25,79	9,17,34	5,51,61	3,65,73	60·13	5 78
			1914-15	3,088·66	21.359	66,22,93	8,35,56	5,23,64	3,11,92	62·67	4·71
			1915-16	3,268·83	22,865	70,14,43	9,76,13	5,56,13	4,20,00	56 97	5·98
			1916-17	3,266·56	24,506	70,72,67	10,54,10	5,65,99	4,88,11	53·69	6·90
6	(*a*) to (*c*)	Madras and Southern Maharatta.	1912	1,041·61	4,584	17,92,95	2,18,42	1,13,88	1,04,54	52·14	5·83
			1st qr. of 1913	1,041·61	1,197	18,09,28	59,60	26,71	32,89	44 82	1·82
			1913-14	1,041·61	4,704	18,37,99	2,28,44	1,23,47	1,04,97	54·05	5·71
			1914-15	1,041·61	5,051	18,65,01	2,35,51	1,24,84	1,10,67	53·01	5·93
			1915-16	1,078·56	5,357	18,87,51	2,60,03	1,32,93	1,27,10	51 12	6·73
			1916-17	1,078·99	5,805	19,06,93	3,00,94	1 48,82	1,52,12	49·45	7·98
7	(*a*) & (*b*)	Nizam's Guaranteed State.	1912	350·71	1,468	4,37,19	61,61	27,80	33,81	45·12	6·80
			1st qr. of 1913	350·71	367	5,00,09	17,64	9,82	7,82	35·67	1·56
			1913-14	350·71	1,614	5,21,93	70,89	36,11	34,78	50·94	6·66
			1914-15	350·71	1,464	5,29,67	63,21	31,03	32,18	49·09	6·07
			1915-16	350·71	1,341	5,43,11	69,48	37,59	31,89	54·10	5·87
			1916-17	350·71	1,528	5,42,80	70,94	30,24	40,70	42·63	7·50

* See Appendix 1.

APPENDIX 7—*contd.*

General results of working each railway system.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ Gauge—*concld.*									
8	...	North Western—									
		Commercial section.	1912	3,648·26	19,915	65,63,45	9,57,39	4,67,37	4,90,02	48·82	7·47
			1st qr. of 1913	3,652·22	4,691	67,00,35	2,10,23	1,44,72	65,51	68·84	0·98
			1913-14	3,920·40	19,201	72,17,91	9,21,59	4,97,22	4,24,37	53·95	5·88
			1914-15	4,071·87	18,986	75,66,67	8,49,68	4,96,27	3,53,41	58·41	4·67
			1915-16	4,176·21	18,810	76,91,16	8,89,23	4,76,01	4,13,22	53·53	5·50
			1916-17	4,225·32	18,961	77,15,20	10,20,86	4,64,91	5,55,95	45·54	7·21
		Military section	1912	1,255·33	2,906	18,44,36	58,56	58,65	—9	*100·16	...
			1st qr. of 1913	1,257·46	731	18,46,24	13,60	17,69	—4,09	*130·03	...
			1913-14	1,257·46	2,885	18,47,72	64,02	63,57	45	*99·30	0·02
			1914-15	1,257·46	3,063	18,53,28	72,56	69,86	2,70	*96·27	0·15
			1915-16	1,258·45	3,152	18,56,78	77,38	69,12	8,26	*89·33	0·45
			1916-17	1,259·81	3,274	18,60,79	85,46	70,71	14,75	*82·74	0·79
		Total commercial and military sections.	1912	4,903·59	22,821	84,07,81	10,15,95	5,26,02	4,89,93	51·77	5·77
			1st qr. of 1913	4,909·68	5,422	85,46,59	2,23,83	1,62,41	61,42	72·56	0·72
			1913-14	5,177·86	22,086	90,65,63	9,85,61	5,60,79	4,24,82	56·90	4·68
			1914-15	5,329·33	22,049	94,19,95	9,22,24	5,66,13	3,56,11	61·38	3·73
			1915-16	5,434·66	21,962	95,47,92	9,66,61	5,45,13	4,21,48	56·39	4·41
			1916-17	5,485·13	22,235	95,75,99	11,06,32	5,35,62	5,70,70	48·41	5·94
9	...	Oudh and Rohilkhand.	1912	1,636·18	6,925	20,48,09	2,49,60	1,07,63	1,41,97	43·12	7·39
			1st qr. of 1913	1,636·18	1,547	20,54,48	62,27	33,06	29,21	53·09	1·42
			1913-14	1,670·37	7,209	21,55,59	2,46,09	1,20,45	1,23,64	48·94	5·91
			1914-15	1,714·04	6,867	22,46,07	2,12,91	1,19,34	93,57	56·05	4·32
			1915-16	1,638·91	6,511	†21,77,14	2,28,68	1,18,62	1,15,06	49·69	5·28
			1916-17	1,638·91	6,648	21,82,45	2,68,74	1,15,55	1,53,19	42·99	7·02
		3′ 3⅜″ Gauge.									
10	(a)	South Indian ...	1912	445·94	2,012	6,68,14	74,16	38,94	35,22	*52·51	5·27
			1st qr. of 1913	445·94	520	6,72,89	18,85	13,52	5,33	*71·75	0·79
			1913-14	445·94	2,139	7,01,74	79,55	49,63	29,92	*62·39	4·26
			1914-15	445·94	2,121	7,13,55	78,17	46,11	32,06	*58·98	4·49
			1915-16	445·94	2,095	7,26,73	84,91	39,90	45,01	*46·99	6·19
			1916-17	445·94	2,145	7,20,79	98,22	48,73	49,49	*49·61	6·87
11	...	Assam-Bengal ...	1912	804·99	1,938	14,72,74	64,50	47,20	17,30	*73·18	1·17
			1st qr. of 1913	804·99	482	14,79,41	18,08	12,12	5,96	*66·99	0·40
			1913-14	811·73	1,968	15,00,12	70,43	47,72	22,71	*67·75	1·51
			1914-15	847·98	2,035	16,04,81	68,85	51,54	17,31	*74·85	1·08
			1915-16	‡807·92	1,892	16,35,95	67,47	52,57	14,90	*77·91	0·91
			1916-17	854·37	1,867	16,43,11	67,38	52,59	14,79	*78·04	0·90
12	...	Bengal and North-Western.	1912	1,968·78	6,396	17,18,93	2,10,80	72,00	1,38,80	34·16	8·07
			1st qr. of 1913	1,991·51	1,624	17,31,51	55,16	19,32	35,84	35·03	2·07
			1913-14	2,028·28	6,362	17,76,50	2,09,45	80,64	1,28,81	36·48	7·25
			1914-15	2,027·12	6,301	17,85,93	2,03,75	79,67	1,24,08	39·10	6·95
			1915-16	2,066·54	6,227	18,03,09	1,95,27	78,39	1,16,88	37·67	6·48
			1916-17	2,053·73	6,204	17,93,49	2,17,31	86,26	1,31,05	36·99	7·31

* See Appendix 1.

† Decrease due to the transfer of the Cawnpore-Banda railway to the Great Indian Peninsula Railway System.

‡ Decrease due to the closing down of the Hill Section.

APPENDIX 7—*contd.*

General results of working each railway system.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3½" Gauge—*contd.*									
13	...	Bengal Doors	1912	152·96	269	1,26,15	14,34	5,17	9,17	36·05	7·27
			1st qr. of 1913	152·96	79	1,26,58	3,22	1,39	1,83	43·06	1·45
			1913-14	152.96	314	1.27,42	16,41	6,38	10,03	38·89	7·87
			1914-15	152·96	312	1,32,17	15,99	6,67	9,32	41·72	7·05
			1915-16	152·96	318	1,35,23	16,42	6,86	9,56	41·78	7·07
			1916-17	152·96	351	1,36,19	17,70	7,66	10,04	43·28	7·37
14	...	Bhavnagar State	1912	193·80	488	1,07,52	15,40	7,36	8,04	47·79	7·23
			1st qr. of 1913	193·29	111	1,11,29	3,88	1,88	2,00	48·38	1·80
			1913-14	226·94	471	1,18,08	15,30	7,49	7,81	48·95	6·62
			1914-15	246·44	529	1,26,69	16,63	7,75	8,88	46·60	7·01
			1915-16	249·02	511	1,35,23	16,45	7,91	8,54	48·08	6·31
			1916-17	249·02	479	1,35,74	17,59	8,71	8,88	49·53	6·54
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	1912	2,212·11	9,621	18,04,45	3,32,40	1,62,73	1,69,67	48·96	9·41
			1st qr. of 1913	2,212·12	2,387	18,15,52	85,69	38,01	47,68	44·36	2·63
			1913-14	2,212·11	8,761	18,29,13	3,15,52	1,59,23	1,56,29	50·46	8·54
			1914-15	2,226·83	8,533	18,68,10	3,04,21	1,62,81	1,41,90	53·36	7·60
			1915-16	2,232·80	9,181	18,73,56	3,38,44	1,60,32	1,78,12	47·37	9·51
			1916-17	2,277·09	9,073	18,92,78	3,61,01	1,59,88	2,01,13	44·28	10·63
15	...	Burma ...	1912	1,544·83	6,064	19,32,20	2,19,05	1,30,26	88,79	59·47	4·62
			1st qr. of 1913	1,544·83	1,566	19,48,05	74,37	32,22	42,15	43·32	2·16
			1913-14	1,551·78	5,948	20,09,70	2,46,95	1,32,34	1,14,61	53·59	5·71
			1914-15	1,599·03	5,755	21,45,74	2,33,86	1,34,09	99,77	57·34	4·65
			1915-16	1,598·46	5,352	21,57,24	2,20,82	1,29,65	91,17	58·71	4·23
			1916-17	1,598·46	5,376	21,64,89	2,47,28	1,28,68	1,18,60	52·04	5·48
17	...	Dibru-Sadiya ...	1912	91·52	334	1,23,24	*14,01	*7,97	*6,04	*56·89	*4·90
			1st qr. of 1913	91·52	79	1,23,52	*3,79	*2,10	1,69	*55·41	1·37
			1913-14	91·52	336	1,26,64	*14,42	*7,98	*6,44	*55·34	*5·09
			1914-15	91·52	341	1,28,60	*13,88	8,61	*5,27	*62·03	*4·10
			1915-16	91·52	334	1,31,13	15,11	9,22	5,89	60·82	4·49
			1916-17	91·52	332	1,33,09	15,16	9,22	5,94	60·82	4·46
3	(*c*) to (*e*)	Eastern Bengal	1912	1,146·28	4,318	12,23,10	1.50,83	87,50	63,33	58·01	5·18
			1st qr. of 1913	1,148·13	1,212	12,17,15	41,52	28,92	12,60	69·64	1·04
			1913-14	1,162·54	5,049	12,57,61	1,76,83	95,02	81,31	54·11	6·47
			1914-15	1,167·40	4,824	13,08,57	1,55,77	98,91	56,86	63·49	4·35
			1915-16	1,165·52	4,235	13,36,68	1,41,24	92,20	49,04	65·28	3·67
			1916-17	1,154·12	4,124	13,45,30	1,57,83	87,19	70,64	55·24	5·25
18	...	Gondal-Porbandar State.	1912	194·22	434	84,17	12,45	6,17	6,28	49·54	7·47
			1st qr of 1913	210·57	107	90,96	4,14	1,67	2,47	40·27	2·73
			1913-14	219·75	464	97,98	14,22	6,72	7,50	47·28	7·65
			1914-15	219·75	512	99,91	14,23	7,48	6,75	52·58	6·51
			1915-16	219·75	535	1,01,46	15,06	7,40	7,66	49 13	7·47
			1916-17	231·44	536	1,10,66	15,89	8,60	7,29	54·12	6·35

* Revised figures.

APPENDIX 7—*contd.*

General results of working each railway system.

Classification No. of railway (detailed in "Index" to Appendix 1). Main head.	Sub-head.	Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3¼″ Gauge—*contd.*									
19	...	Jamnagar ...	1912	54·22	75	23,36	2,38	1,40	98	*58·64	4·22
			1st qr. of 1913	54·22	19	23,54	79	38	41	*47·70	1·75
			1913-14	54 22	77	23,54	2,92	1,36	1,56	*46·62	6·62
			1914-15	54·22	76	23,71	3,01	1,92	1,09	*63·62	4·62
			1915-16	54·22	76	23,96	3,23	1,77	1,46	*54·92	6·08
			1916-17	54·22	79	24,09	3,43	1,97	1,46	*57·39	6·07
20	(*a*) to(*e*)	Jodhpur-Bikaner	1912	1,219·28	2,282	3,18,81	70,42	32,61	37,81	46·31	11·86
			1st qr. of 1913	1,219·28	544	3,25,01	17,86	7,15	10,71	40·03	3·30
			1913-14	1,280·78	2,282	3,50,86	69,83	34,98	34,85	50·09	9·93
			1914-15	1,298·47	2,001	3,71,48	60,21	31,84	28,37	52·88	7·64
			1915-16	1,330·32	2,382	3,80,90	80,97	37,16	43,81	45·89	11·50
			1916-17	1,330·32	2,606	3,85,17	81,33	40,17	41,16	49·39	10·69
21	...	Junagad State	1912	100·50	156	50,29	5,33	2,68	2,65	*50·19	5·27
			1st qr. of 1913	113·42	39	57,13	1,63	78	85	*48·02	1·48
			1913-14	113·42	159	60,37	6,19	3,21	2,98	*51·93	4·92
			1914-15	113·90	172	60,67	6,21	3,29	2,92	*52·93	4·82
			1915-16	120·90	192	63,80	6,96	3,56	3,40	*51·16	5·33
			1916-17	120·90	204	63,98	7,49	3,80	3,69	*50·77	5·76
6	(*d*) to(*m*)	Madras and Southern Mahratta.	1912	2,091·16	6,359	18,24,63	1,87,94	1,07,70	80,24	57·30	4·40
			1st qr. of 1913	2,091·16	1,682	18,41,61	52,32	27,94	24,38	53·40	1·32
			1913-14	2 091·22	6,707	18,66,63	2,02,95	1,17,67	85,28	57·98	4·57
			1914-15	2,090·02	6,840	18,69,86	1,91,79	1,15,76	76,03	60·36	4·07
			1915-16	2,090·02	7,066	18,72,35	2,10,14	1,14,96	95,18	54·70	5·08
			1916-17	2,090·02	7,070	18,77,52	2,21,25	1,18,67	1,02,58	53·64	5·46
22	...	Morvi ...	1912	92·83	229	51,22	7,25	2,70	4,55	*37·32	8·87
			1st qr. of 1913	92 83	53	51,14	1,91	51	1,40	*26·57	2·74
			1913-14	92·83	219	52,11	7,77	2,74	5,03	*35·25	9·65
			1914-15	92·83	214	52,84	7,67	2,80	4,87	*36·59	9·24
			1915-16	92·83	218	53,81	7,73	2,81	4,92	*36·31	9·15
			1916-17	92·83	213	53,60	8,69	2,45	6,24	*28·26	11·63
10	(*c*)	Nilgiri ...	1912	28·96	97	78,32	5,22	4,05	1,17	*77·68	1·49
			1st qr. of 1913	28·96	24	78,85	1,25	99	26	*79·33	0·33
			1913-14	†	†	†	†	†	†	†	†
			1914-15								
			1915-16								
			1916-17								
7	(*c*) to(*e*)	Nizam's Guaranteed State.	1912	441·44	1,436	3,26,31	44,26	23,73	20,53	53·63	6·29
			1st qr. of 1913	441·44	376	3,28,77	13,08	8,09	4,99	61·92	1·52
			1913-14	441·44	1,566	3,36,15	44,51	22,98	21,53	51·63	6·40
			1914-15	441·44	1,403	3,51,07	42,34	24,47	17,87	57·79	5·09
			1915-16	487·44	1,258	3,85,06	46,14	24,60	21,54	53·30	6·12
			1916-17	544·74	1,165	4,29,47	41,52	22,29	19,23	53·64	5·48
25	(*a*) & (*b*)	Rohilkund and Kumaon.	1912	552·64	1,087	3,43,74	41,68	16,48	25,20	39·53	7·33
			1st qr. of 1913	552·64	286	3,47,93	11,55	4,49	7,06	38·92	2·03
			1913-14	554·34	1,185	3,56,26	41,35	18,31	23,04	44·28	6·52
			1914-15	568·83	1,140	3,71,69	34,99	18,80	16,19	53·73	4·36
			1915-16	571·35	1,129	3,70,77	37,43	18,15	19,28	48·49	5·20
			1916-17	571·23	1,102	3,67,73	42,89	17,88	25,01	41·69	6·80

* See Appendix 1.
† Included with the South Indian railway (3′ 3¾″ gauge).

APPENDIX 7—*contd.*

General results of working each railway system.

Classification No. of Railway (detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3⅜″ Gauge—*concld.*									
			1912	64·75	233	69,65	6,30	3,30	3,00	*52·41	4·31
			1st qr. of 1913	64·75	58	69,56	1,61	80	81	*49·52	1·17
10	(g)	Shoranur-Cochin	1913-14	†	†	†	†	†	†	†	†
			1914-15								
			1915-16								
			1916-17								
			1912	1,111·12	6,114	11,19,52	2,09,64	1,06,00	1,03,64	50·56	9·26
			1st qr. of 1913	1,111·12	1,543	11,34,21	53,09	29,70	23,39	55·94	2·06
10	(b) to (f)	South-Indian...	1913-14	1,207·95	6,707	13,77,67	2,26,97	1,28,89	98,08	56·79	7·12
			1914-15	1,218·10	7,089	14,19,26	2,19,40	1,26,69	92,71	57·74	6·53
			1915-16	1,243·14	7,015	14,38,63	2,38,05	1,20,66	1,17,39	50·69	8·16
			1916-17	1,243·14	6,904	14,47,43	2,54,67	1,28,12	1,26,55	50·31	8·87
			1912	67·30	105	21,96	3,05	1,48	1,57	*48·50	7·16
			1st qr. of 1913	67·30	26	22,06	92	37	55	*40·48	2·48
26	...	Udaipur-Chitorgarh.	1913-14	67·30	104	22,34	3,19	1,54	1,65	*48·18	7·40
			1914-15	67·30	93	22,40	2,65	1,58	1,07	*59·64	4·78
			1915-16	67·30	106	22,59	3,24	1,71	1,53	*52·79	6·77
			1916-17	67·30	108	22,77	3,75	1,83	1,92	*48·80	8·43
		2′ 6″ Gauge.									
			1912	60·50	88	21,98	1,72	1,13	59	*65·54	2·71
			1st qr. of 1913	60·50	33	22,06	45	29	16	*63·94	0·75
30	...	Arrah-Sasaram Light.	1913-14	60·50	113	22,19	1,94	1,23	71	*63·37	3·22
			1914-15	65·26	94	22,75	2,13	1,25	88	*58·50	3·88
			1915-16	65·16	94	22,88	1,96	1,17	79	*59·01	3·46
			1916-17	65·16	92	22,67	2,26	1,26	1 00	*55·70	4·42
			1914-15	14·72	‡	‡	‡	‡	‡	‡	‡
31	...	Bangalore-Chik Ballapur Light.	1915-16	28 65	22	10,18	52	34	18	*64·96	1·81
			1916-17	35·24	§	9,34	§	§	§	§	§
32	...	Bankura-Damoodar River.	1916-17	42·09	18	33,94	22	20	2	*88·92	0·07
			1912	51·12	135	22,43	3,38	1,76	1,62	*51·99	7·24
			1st qr. of 1913	51·12	32	22,46	91	53	38	*58·18	1·69
33	...	Baraset-Basirhat Light.	1913-14	51·12	130	23,08	3,28	1,92	1,36	*58·42	5·91
			1914-15	52·24	139	23,99	3,49	2,15	1,34	*61·71	5·56
			1915-16	52·24	170	23,81	3,74	2,22	1,52	*59·31	6·40
			1916-17	52·24	145	23,82	3,57	2,22	1,35	*62·07	5·69
			1912	115·84	194	70,14	10,31	4,65	5,66	*45·05	8·08
			1st qr. of 1913	115·84	53	70,09	3,10	1,23	1,87	*39·60	2·67
34	...	Barsi Light ...	1913-14	115·84	230	70,98	13,18	4,71	8,47	*35·78	11·94
			1914-15	115·84	213	74,50	11,18	4,89	6,29	*43·81	8·43
			1915-16	117·50	201	76,45	10,67	4,70	5,97	*44·06	7·54
			1916-17	117·50	208	76,06	11,25	4,80	6,45	*42·73	8·47
			1912	33·27	124	11,46	1,31	82	49	*62·69	4·25
			1st qr. of 1913	33·27	33	11,53	34	22	12	*66·10	1·00
35	...	Bengal Provincial.	1913-14	33·27	120	11,56	1,34	87	47	*65·15	4·05
			1914-15	33·27	125	11,77	1,43	95	48	*66·81	4·03
			1915-16	33·27	125	11,85	1,41	96	45	*68·18	3·78
			1916-17	33·27	119	11,89	1,28	95	33	*74·04	2·79
			1912	33·00	78	12,63	2,60	1,08	1,42	*43·10	11·26
			1st qr. of 1913	33·00	13	12,73	36	29	7	*80·48	0·56
36	...	Bukhtiarpur-Bihar Light.	1913-14	33·00	46	13,11	1,58	1,12	46	*70·65	3·54
			1914-15	33·00	51	13,60	1,66	1,06	60	*63·67	4·43
			1915-16	33·00	71	13,60	2,31	1,22	1,09	*52·78	8·03
			1916-17	33·00	39	13,60	1,57	95	62	*60·38	4·57
			1915-16	32·52	30	17,27	38	20	18	*51·57	1·08
37	...	Burdwan-Katwa	1916-17	32·52	84	17,82	1,33	1,25	8	*93·57	0·48
			1912	20·24	34	9,26	88	56	32	*63·86	3·42
			1st qr. of 1913	20·24	8	9,28	33	15	18	*44·59	1·95
38	...	Champaner-Shivrajpur Light.	1913-14	20·24	28	9,39	87	62	25	*70·93	2·68
			1914-15	20·24	24	9,47	64	64	...	*99·73	...
			1915-16	24·95	24	9,71	74	57	17	*76·78	1·77
			1916-17	32·40	31	16,38	95	67	28	*70·71	1·71

* See Appendix 1.
† Included with the South Indian railway (3′ 3⅜″ gauge).
‡ Information not available.
§ Included with the Kolar District railway.

APPENDIX 7—*contd.*

General results of working each railway system.

Classification No. of railway (detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7)*
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 6″ Gauge—*contd.*									
39	...	Cutch State ...	1912 1st qr. of 1913	36·78	33	9,89	1,02	45	57	*44·67	5·69
			1913-14	36·78	7	10,51	23	10	13	*45·07	1·20
			1914-15	36·78	28	10,52	97	64	33	*65·78	3·17
			1915-16	36·78	29	10,53	97	58	39	*59·72	3·72
			1916-17	36·78	28	10,84	1,05	53	52	*49·89	4·87
				36·78	28	10,86	93	57	36	*61·79	3·31
40	...	Dehri-Rohtas Light.	1912 1st qr. of 1913	23·83	17	5,51	79	45	34	*56·17	6·31
			1913-14	23·83	13	5,79	31	13	18	*43·20	3·11
			1914-15	23·83	36	6,15	1,50	56	94	*37·33	15·25
			1915-16	23·83	40	6,26	1,91	60	1,31	*31·35	20·89
			1916-17	23·83	36	6,28	2,19	70	1,49	*32·11	23·73
				23·83	35	6,88	2,32	73	1,59	*31·70	22·99
41	...	Dholpur-Bari	1912 1st qr. of 1913	19·62	16	7,48	40	32	8	*80·27	1·06
			1913-14	19·62	4	7,77	14	8	6	*60·04	0·77
			1914-15	28·43	20	7,59	54	32	22	*60·04	2·86
			1915-16	36·38	27	12,41	72	44	28	*60·94	2·26
			1916-17	36·38	30	12,42	88	57	31	*65·48	2·44
				51·63	34	12,42	106	52	54	*49·28	4·33
44	...	Godhra-Lunavada	1913-14	24·00	6	11,40	13	11	2	*86·00	0·16
			1914-15	25·45	19	13,03	45	41	4	*90·03	0·34
			1915-16	25·45	22	12,90	53	56	—3	*106·80	...
			1916-17	25·45	22	12,92	65	54	11	84·62	0·77
45	...	Jessore-Jhenidah	1913-14	36·80	29	12,34	50	38	12	*75·55	0·98
			1914-15	36·80	‡	12,49	77	94	—17	*121.25	...
			1915-16	36·80	80	12,81	95	1,33	—38	*140·92	...
			1916-17	36 80	80	13,9	1,11	1,43	—32	129·34	...
47	...	Kolar District	1913-14	10·92	5	2,96	8	8	...	*103·33	...
			1914-15	10·92	19	3,06	36	31	5	*86·66	1·57
			1915-16	40·71	20	14.07	48	36	12	*74·32	0·87
			1916-17	63 51	†82	17,09	†1,77	†1,46	†31	*82·31	0·11
48	...	Madaya Light...	1912 1st qr. of 1913	8·30	‡	‡	‡	‡	‡	‡	‡
			1913-14	8·30							
			1914-15	8·30							
			1915-16	8·30							
			1916-17	8·30							
1	(*d*)	Mourbhanj State	1912 1st qr. of 1913	32·41	25	7,20	51	28	23	*55·42	3·18
			1913-14	32·41	6	7,20	18	7	11	*43·16	1·39
			1914-15	32·41	25	7,23	67	30	37	*44·32	5·15
			1915-16	32·41	24	7,24	54	29	25	*54·35	3·48
			1916-17	32 41	24	7,27	48	31	17	*65·69	2·24
				32·41	25	7,27	52	42	10	*80·22	1·42
49	...	Nadiad-Kapadvanj.	1st. qr. of 1913.	27·86	3	9,25	6	5	1	*72·45	0·20
			1913-14	27·86	44	12,50	1,03	62	41	*59·57	3·30
			1914-15	27·86	42	13,42	1,19	80	39	*67·01	2·93
			1915-16	27 86	42	14,69	1,34	78	56	*58·05	3·82
			1916 17	28·01	48	15,11	1,44	75	69	*51·69	4·63
1	(*f*)	Parlakimedi Light.	1912 1st qr. of 1913	24·62	19	7,44	40	28	12	*70·50	1·59
			1913-14	24·62	5	7,54	15	6	9	*41·39	1·18
			1914-15	24 62	19	7,55	51	33	18	*63·91	2·42
			1915-16	24·62	18	7,56	50	32	18	*64·33	2·36
			1916 17	24·62	19	7,63	41	40	1	*97·91	0·11
				24·62	29	7,67	49	45	4	*92·51	0·48
25	(*o*)	Powayan Light	1912 1st qr. of 1913	39·50	59	8,95	1,01	61	40	*60·26	4·49
			1913-14	39·50	14	8,95	20	12	8	*60·27	0·92
			1914-15	39 50	59	8,95	97	59	38	*60·32	4·34
			1915-16	39·50	57	8,95	83	50	33	*60·00	3·70
			1916-17	38·86	58	8,95	96	57	39	*60·00	4·28
					58	8,95	1,01	61	40	*60·30	4·47
50	...	Shahdara (Delhi)-Saharanpur Light.	1912 1st qr. of 1913	92·50	140	42,51	6,10	2,56	3,54	*41·87	8·34
			1913-14	92·50	36	42,69	1,92	66	1,26	*34·28	2·97
			1914-15	92 50	138	43,43	6,17	2,69	3,48	*43·53	8·02
			1915-16	92·50	141	43,90	6,48	2,90	3,58	*44·76	8·14
			1916-17	92·50	136	44,17	5,49	2,69	2,80	*49·03	6·34
				92·50	148	44,11	6,69	2·76	3,93	*41·23	8·90

* See Appendix 1.
†Includes figures for the Bangalore-Chik Ballapur Light railway.
‡Information not available.

APPENDIX 7—*concld.*

General results of working each railway system.

Classification No. of railway (detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 6″ Gauge—*concld.*									
			1912	43·91	83	19,42	1,13	90	23	79·64	1·13
			1st qr. of 1913	43·91	19	19,42	24	28	—4	116·67	...
10	(*k*) & (*l*)	South Indian ...	1913-14	98·78	129	41,45	1,81	1,84	—3	101·65	...
			1914-15	98·78	147	41,73	1,98	2,16	—18	109·39	...
			1915-16	98·78	177	41,39	2,23	1,99	24	89·24	0·57
			1916-17	98·78	176	40,93	2,49	2,09	40	83·94	1·00
			1912	20·10	33	4,87	1,21	86	35	*71·23	7·12
			1st qr. of 1913	20·10	8	4,87	27	23	4	*85·26	0·83
51	...	Tezpore-Balipara Light.	1913-14	20·10	34	4,87	1,35	94	41	*69·93	8·31
			1914-15	20·10	36	4,87	1,36	99	37	*72·98	7·51
			1915-16	20·10	32	4,87	1,42	97	45	*68·64	9·12
			1916 17	20·10	37	4,87	1,48	1,01	47	*68·37	9·55
		2′ 0″ Gauge—									
			1912	51·00	281	39,25	11,39	6,28	5,11	*55·11	13·02
			1st qr. of 1913	51·00	70	39,56	2,43	1,56	87	*64·15	2·21
52	...	Darjeeling-Himalayan.	1913-14	65·28	299	44,72	11,99	6,98	5,01	*58·18	11·21
			1914-15	106·62	281	65,46	11,36	6,66	4,70	*58·65	7·17
			1915-16	146·44	366	89,30	13,52	7,71	5,81	57·08	6·50
			1916-17	146·44	461	95,83	16,33	10,23	6,10	62·65	6·37
			1913-14	249·96	275	69,11	5,14	2,94	2,20	*57·18	3·18
53	...	Gwalior Light	1914-15	249·96	269	72,27	5,31	3,15	2,16	*59·25	3·00
			1915-16	249·96	276	74,69	5,85	3,30	2,55	*56·38	3·42
			1916-17	249 97	253	75,66	5,63	2,82	2,81	*50.06	3·72
			1912	43·87	194	22,95	5,59	2,53	3,06	*45·32	13·33
			1st qr. of 1913	43·87	52	23,23	1,53	76	77	*49·89	3·29
54	...	Howrah-Amta Light.	1913-14	43·87	214	25,61	5,94	3,25	2,69	*54·75	10·50
			1914-15	43·87	230	26,71	6,13	3,74	2,39	*61·05	8·94
			1915-16	43·87	237	26,87	6,17	3,57	2,60	*67·87	9·68
			1916-17	43·87	219	26,44	6,07	3,38	2,69	*55·74	10·15
			1912	19·75	72	6,62	1,41	66	75	*46·93	11·31
			1st qr. of 1913	19·75	20	6,69	38	16	22	*42·62	3·27
55	...	Howrah-Sheakhala Light.	1913-14	19·75	86	7,18	1,58	88	70	*55·87	9·69
			1914-15	19·75	83	8,27	1,56	85	71	*54·78	8·53
			1915-16	19·75	86	7,71	1,62	1,00	62	*61·76	8·06
			1916-17	19·75	86	7,64	1,61	96	65	*59·53	8·53
			1912	3·31	16	1,11	25	23	2	*93·13	1·54
			1st qr. of 1913	3·31	3	1,11	7	5	2	*78·48	1·34
56	...	Jagadhri Light	1913-14	3 31	13	1,14	25	22	3	*86·43	2·99
			1914-15	3·31	14	1,14	22	20	2	*87·43	2·42
			1915-16	3·31	14	1,13	23	21	2	* 90·66	1·90
			1916-17	3·31	14	1,12	17	18	—1	*106·46	...
			1912	32·50	53	9,84	1,22	89	33	*72·98	3·36
			1st qr. of 1913	32·50	14	10,44	31	21	10	*69·46	0·89
57	...	Jorhat (Provincial).	1913-14	32·50	53	10,65	1,30	90	40	*69·36	3·74
			1914-15	32·50	52	10,72	1,21	1,28	—7	*105·23	...
			1915-16	32·50	52	10,91	1,57	1,02	55	*64·97	5·04
			1916-17	32·50	52	11,24	1,65	1,02	63	*61·82	5·62
			1912	25·00	22	2,75	23	17	6	*76·03	2·00
			1st qr. of 1913	25·00	4	2,75	6	4	2	*63·18	0·79
20	(*f*)	Pipar-Bilara Light.	1913-14	25·25	19	2,77	26	25	1	*94·04	0·48
			1914-15	25·25	19	2,80	25	16	9	*62·67	3·36
			1915-16	25·25	24	2,90	31	21	13	*62·96	4·30
			1916-17	25·25	26	2,90	26	21	5	*81·08	1·67
58	...	Kulasekarapatnam Tissianvillai.	1915-16	18 00	18	2,86	18	13	5	*70·64	2·02
			1916-17	18·00	23	2,98	80	33	47	*40·98	15·82
59	...	Tarikere-Narasimharajapura.	1914-15	12·00	†	†	†	†	†	†	†
			1915-16	11·75	7	2,97	8	10	—2	*127·66	...
			1916-17	11·88	2	3,48	1	5	—4	*498·59	...
			1912	33,484	152,761	4,65,15,00	‡61,65,04	‡30,15,88	‡31,49,16	48·92	6·77
		Total of all railways.	1st qr. of 1913	33 599	38,583	4,70,90,95	‡16,23,61	‡8,48,83	7,74,78	52·28	1·67
			1913-14	34,656	156,276	4,95,08,64	‡63,58,51	†32,92,89	30,65,62	51·79	6·19
			1914-15	35,285	157,142	5,19,22,13	‡60,42,74	‡32,75,04	27,67,70	54·20	5·33
			1915-16	35,833	159,038	5,29,98,29	64,66,04	32,91,95	31,74,09	50·91	5·99
			1916-17	36,286	163,604	5,35,27,97	79,68,42	33,40,32	37,28,10	47.26	6·96

* See Appendix 1.
† Information not available
‡ Revised figures.

APPENDIX 8.

Statistical results of working the various classes of railways during the financial year 1916-17.

Class.	Length of line open on the 31st March 1917.	Total capital outlay on open lines to the 31st March 1917, including steam-boat and suspense.	Total number of passengers carried.	Total weight of goods carried.	Gross earnings, including steam-boat service.	Working expenses, including steam-boat service.	Net earnings, including steam-boat service.	Percentage of net earnings on capital outlay on open lines.
5′ 6″ gauge.	Miles.	Rs.	No.	Tons.	Rs.	Rs.	Rs.	
State lines worked by the State	5,847·95	1,27,78,56,000	91,806,100	18,022,000	14,43,12,000	6,86,93,000	7,56,19,000	
State lines worked by Companies	9,779·97	2,28,13,59,000	163,697,700	45,043,000	34,01,24,000	15,33,86,000	18,67,38,000	
Branch line Company's railway under "Guarantee" terms, worked by the main line.	32·04	30,34,000	537,200	110,000	5,55,000	2,78,000	2,77,000	
Branch line Companies' railways under "Rebate" terms, worked by the main line.	1,334·38	9,99,70,000	16,269,700	1,955,000	1,10,23,000	54,81,000	55,42,000	
Company's line subsidized by the Government of India.	206·40	1,94,98,000	2,552,700	953,000	36,60,000	17,57,000	19,03,000	
District Board line	21·50	14,25,000	530,700	11,000	1,07,000	53,000	54,000	
Native State lines worked by the main line.	630·10	4,42,08,000	8,542,900	2,474,000	72,13,000	37,18,000	34,95,000	
Company's line guaranteed by Native State.	330·13	5,30,31,000	1,831,300	644,000	66,05,000	27,85,000	38,20,000	
TOTAL FOR 1916-17 ...	18,182·47	3,78,03,81,000	285,768,300	69,212,000	51,35,99,000	23,61,51,000	27,74,48,000	7·34
TOTAL FOR 1915-16 ...	18,060·22	3,74,26,30,000	277,111,000	66,085,000	46,69,11,000	23,35,09,000	23,34,02,000	6·24
3′ 3⅜″ gauge.								
State lines worked by the State ...	1,147·32	12,98,92,000	12,133,600	1,941,000	1,48,66,000	83,04,000	65,62,000	
State lines worked by Companies*	8,875·81	94,32,09,000	118,288,200	12,164,000	12,33,77,000	6,15,24,000	6,18,53,000	
Branch line Company's railways under "Rebate" terms, worked by the main line.	178·47	75,18,000	2,365,300	346,000	10,85,000	4,78,000	6,07,000	
Companies' lines subsidized by the Government of India.	1,716·88	12,76,76,000	34,187,600	3,452,000	1,57,21 000	65,22,000	91,99,000	
Company's line subsidized by Local Government.	86·02	1,16,15,000	590,800	422,000	14,22,000	8,64,000	5,58,000	
Unassisted Company's line ...	5·50	16,94,000	74,600	293,000	94,000	58,000	36,000	
District Board lines ...	188·78	86,85,000	4,955,300	336,000	15,63,000	8,35,000	7,28,000	
Native State lines worked by Native States.	1,922·12	7,35,80,000	10,556,200	1,714,000	1,21,68,000	58,97,000	62,71,000	
Native State lines worked by the main line.	706·85	4,04,66,000	5,145,400	521,000	30,03,000	14,40,000	15,63,000	
Company's line guaranteed by Native State.	391·13	3,22,84,000	2,978,800	311,000	39,32,000	20,55,000	18,77,000	
Lines in Foreign territory worked by British Indian Railway Companies.	73·60	2,07,66,000	1,527,000	261,000	9,86,000	6,20,000	3,66,000	
TOTAL FOR 1916-17 ...	†14,859 93	‡1,40,07,01,000	122,802,800	21,761,000	17,82,17,000	8,85,97,000	8,96,20,000	6·40
TOTAL FOR 1915-16 ...	14,724·53	1,39,20,44,000	181,665,600	20,706,000	16,60,17,000	8,69,90,000	7,90,27,000	5·68
Special (2′ 6″ and 2′ 0″) gauges.								
State lines worked by the State ...	329·96	3,45,13,000	2,283,800	293,000	26,10,000	16,81,000	9,29,000	
State lines worked by Companies	978·07	5,54,14,000	3,494,100	783,000	32,16,000	24,30,000	7,86,000	
Branch line Companies' railways under "Guarantee" terms worked by the Branch line Company.	75·21	51,76,000	414,000	14,000	1,55,000	1,45,000	10,000	
Branch line Companies' railways under "Rebate" terms—								
(*a*) Worked by the Branch line Company.	85·86	44,41,000	566,600	84,000	3,04,000	1,96,000	1,08,000	
(*b*) Worked by the main line...	317·06	1,52,86,000	1,582,500	182,000	11,56,000	5,22,000	6,34,000	
Companies' lines subsidized by the Government of India.	285·30	1,47,42,000	2,581,200	397,000	22,14,000	9,50,000	12,64,000	
Company's line subsidized by Local Government.	51·00	44,73,000	239,800	60,000	13,01,000	8,57,000	4,44,000	
Unassisted Companies' lines ...	62·88	15,99,000	606,900	77,000	2,25,000	1,46,000	79,000	
Companies' lines subsidized by District Boards.	270·92	1,12,53,000	5,300,600	179,000	17,67,000	11,21,000	6,46,000	
Native State lines worked by Native States. §	474·25	1,31,75,000	1,186,300	174,000	9,66,000	5,63,000	4,03,000	
Native State lines worked by the main line.	313·18	1,16,43,000	2,956,900	68,000	11,12,000	6,73,000	4,39,000	
TOTAL FOR 1916-17 ...	3,243·69	17,17,15,000	21,272,700	2,311,000	1,50,26,000	92,84,000	57,42,000	3·34
TOTAL FOR 1915-16 ...	3,047·89	16,51,55,000	17,263,700	1,947,000	1,36,76,000	86,96,000	49,80,000	3·02
TOTAL OF ALL RAILWAYS FOR *1916-17.*	36,286,09	5,35,27,97,000	**499,943,800	**93 284.000	70,63,42,000	33,40,32,000	37,28,10,000	6·96
TOTAL OF ALL RAILWAYS FOR *1915-16.*	35,832·64	5,29,98,29,000	**476,039,300	**88,738,000	64,66,04,000	32,91,95,000	31,74,09,000	5·99

* The Birur-Shimoga, Hindupur and Mysore-Nanjangud railways are included with the Mysore State railways under this classification, as separate figures for these lines are not available.

† Includes the mileage of the Bengal Dooars and Mymensingh-Bhairab Bazar railways not included in the foregoing details.

‡ Includes the outlay on the Bengal Dooars railway not included in the foregoing details.

§ The Bangalore Chik Ballapur Light railway is included with the Kolar District railway under this classification, as separate figures for that line are not available.

** Includes cross traffic which is excluded from Appendix 5.

APPENDIX 9.

Main results of working of all Indian railways treated as one system.

Serial number.	Particulars.	1912.	1st quarter of 1913.	1913-14.	1914-15.	1915-16.	1916-17.
1	2	3	4	5	6	7	8
1	Mileage open at close of the year Miles	33,484	33,599	34,656	35,285	35,833	36,286
2	Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees) . . . . . Rs.	4,65,15,00	4,70,90,65	4,95,08,64	5,19,22,13	5,29,98,29	5,85,27,97
3	Gross earnings (in thousands of rupees) . . . . . ,,	61,65,07	16,23,62	63,58,56	60,42,01	64,66,04	70,68,42
4	Gross earnings per mile open . . ,,	18,412	4,832	18,350	17,123	18,041	19,480
5	Gross earnings per mile open per week ,,	354	372	353	329	347	375
6	Gross earnings per train-mile . . ,,	4·04	4·21	4·07	3·84	4·07	4·32
7	Total working expenses (in thousands of rupees) . . . . . ,,	30,15,92	8,48,84	32,92,94	32,74,10	32,91,95	33,40,32
8	Working expenses per mile open . . ,,	9,007	2,526	9,502	9,279	9,185	9,206
9	Working expenses per train-mile . ,,	1·98	2·20	2·11	2·08	2·07	2·04
10	Percentage of working expenses to gross earnings . . . Per cent	48·92	52·28	51·79	54·19	50·91	47·26
11	Net earnings (in thousands of rupees). Rs.	31,49,15	7,74,78	30,65,62	27,67,91	31,74,09	37,28,10
12	Net earnings per mile open . . ,,	9,405	2,306	8,846	7,844	8,856	10,274
13	Net earnings per train-mile . . ,,	2·06	2·01	1·96	1·76	2·00	2·28
14	Percentage of net earnings on total capital outlay (item 2) . . Per cent	6·77	1·67	6·19	5·33	5 99	6·96
15	Coaching train-miles (in thousands) Train-miles.	52,093	13,483	55,972	58,569	56,364	55,719
16	Goods train-miles (in thousands) . ,,	59,992	15,322	57,933	56,359	62,766	68,083
17	Mixed train-miles (in thousands). . ,,	34,940	8,781	34,581	35,514	34,471	34,874
18	Total, including miscellaneous, train-miles (in thousands) . . . . ,,	152,761	38,583	156,276	157,142	159,038	163,604
19	Unit-mileage of passengers (in thousands) . . . . . Unit-miles	15,318,872	4,038,52	16,614,068	16,022,849	16,528,646	17,846,064
20	Freight ton-mileage of goods (in thousands) . . . . . Ton-miles	15,628,595	4,040,617	15,623,235	15,225,957	17,157,841	19,825,901
21	Average miles a ton of goods was carried . . . . . Miles	199·15	188·26	189·11	188·04	207·98	230·08
22	Average rate charged for carrying a ton of goods one mile . . . Pies	4·66	4·73	4·64	4·43	4·34	4·01
	Average miles a passenger was carried.						
23	1st class . . . . . Miles	106·54	114·26	112·46	123·88	113·18	126·60
24	2nd class . . . . . ,,	74·77	72·26	74·58	80·04	93·44	106·88
25	Intermediate class . . . . . ,,	51·90	51·25	51·13	49·72	50·20	52·17
26	3rd class . . . . . ,,	37·81	38·09	37·40	36·59	36·60	37·56
27	Season and Vendors' tickets . . ,,	8·64	8·42	8·71	8·50	8·52	8·46
28	Total . . . . . ,,	36·72	36·84	36·30	35·52	35·59	36·82
	Average rate charged per passenger per mile.						
29	1st class . . . . . Pies	14·25	14·59	14·48	12·79	13·68	13·32
30	2nd class . . . . . ,,	6·64	6·73	6·60	6·23	5·50	5·07
31	Intermediate class . . . . . ,,	3·12	3·15	3·14	3·16	3·16	3·14
32	3rd class . . . . . ,,	2·30	2·32	2·29	2·29	2·29	2·32
33	Season and Vendors' tickets . . ,,	1·45	1·47	1·42	1·42	1·42	1·43
34	Total . . . . . ,,	2·45	2·49	2·45	2·44	2·44	2·48

APPENDIX 10.

Railways and tramways projected up to the 31st March 1917.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
ASSAM.							
Alipur Duars-Kumargram railway.	E. B. ...	Alipur Duars to Kumargram	Not ...	3′ 3⅜″ / 2′ 0″	26	18·60	Reconnoitred in 1916.
Amguri-Silghat railway ...	A. B. ...	Amguri to Silghat ...	Not ...	3′ 3⅜″	100	16·69	Survey sanctioned.
Assam-Burma connection railway.	...	(See under Burma) ...	...	...	...	...	
Bagmara-Siju railway ...	A. B. ...	Bagmara to Siju ...	Surveyed in 1913-14.	3′ 3⅜″	15	28·09	
		with extension to Jankary	Not ...		6	10·55	
Dibrugarh-Khowang railway	D. S. ...	Dibrugarh to Khowang ...	Not ...	3′ 3⅜″	14	...	New project. Survey sanctioned.
Dipu-Miji Ingling Lime Stone Field railway.	A. B. ...	Dipu to Miji Ingling Lime Stone Field.	Not ...	2′ 6″	17	...	New project. Survey sanctioned.
Gauhati-Borpani railway ...	A. B. ...	Gauhati to Borpani ...	Not	2′ 0″	57	33·40	(a) Reconnoitred in 1912.
		Gauhati to Shillong ...		2′ 0″	65	38·54	
Golakgunge-Kumargram railway.	E. B. ...	Golakgunge to Kumargram	Not ...	3′ 3⅜″ / 2′ 0″	36 / 38	19·54 / 11·41	(a) Reconnoitred in 1916 alternative to Alipur Duars-Kumargram Railway.
Habiganj-Begamkhan railway.	A. B. ...	Shaistaganj to Habiganj ... and Shaistaganj to Begamkhan	Surveyed in 1912.	3′ 3⅜″	16	8·35	(a) Estimates revised in 1915.
Karimganj Longai Valley railway.	A. B. ...	Karimganj to Hatikhira with a branch from Baraigram to Dulabchera.	Surveyed in 1916.	3′ 3⅜″	30 / 18	17·25 / 9·31	(a)
Khowang Lakwa or Amguri railway.	D. S. ...	Khowang to Lakwa or alternative to Amguri *via* Sibsagar.	Not ...	3′ 3⅜″	38	...	New project. Reconnaissance sanctioned.
Pandu Shillong railway ...	E. B. ...	Pandu to Shillong ...	Not ...	3′ 3⅜″	70	...	Preliminary survey sanctioned.
Silchar Dwarbund railway...	A. B. ...	Silchar to Dwarbund with branches	Surveyed in 1916	3′ 3⅜″	22	13·70	This is alternative to "Gauhati Borpani railway."
		(i) Sunaibari Ghat to Sunaimukh.	"	"	4	2·24	
		(ii) Nutanbazar to Dholai	"	"	8	3·88	
Sorbhog-Barpeta railway	E.B. ...	Sorbhog to Barpeta ...	Not ...	3′ 3⅜″	12	...	New project. Reconnaissance sanctioned.
Srimangal-Manumukh railway.	A. B. ...	†Srimangal to Maulvi Bazar and Maulvi Bazar to Manumukh	Surveyed in 1912.	3′ 3⅜″	23	10·73	(a) Estimates revised in 1915.
Sylhet-Dwara and connected railways.	A. B. ...	(1) Sylhet to Dwara with branch from Madhukoni to Chattak.	Surveyed in 1916.	3′ 3⅜″	28	16·68	(a)
...	A. B. ...	(2) Chattak to Ishamati ...	Not ...	3′ 3⅜″	10	...	Preliminary survey sanctioned.
		(3) Ishamati to the foot of the hills below the Mawlong plateau.	Not ...	3′ 3⅜″	3	...	
		(4) Ishamati to Therria ...	Not ...	3′ 3⅜″	6	...	
Sylhet-Therria Ghat railway.	A. B. ...	Sylhet to Therria Ghat ...	Surveyed in 1915.	3′ 3⅜″	24	30·76	Alternative to Sylhet-Dwara railway.
Tangla-Borjuli railway ...	E. B. ...	Tangla to Borjuli ... or	Surveyed in 1905-06.	3′ 3⅜″	48	25·40	(a) Estimates revised and brought up to date in 1915.
		Tangla to Rangapara ...		3′ 3⅜″	50	(b) 27·84 / (c) 25·37	
BENGAL.							
Alipur Duars-Kumargram railway.	...	(See under Assam.)	...	...	...	...	
Badarganj-Mohimaganj railway.	E. B. ...	Badarganj to Mohimaganj or Bonarpara.	Not ...	3′ 3⅜″	48	...	(a) Reconnaissance sanctioned.
Barisal connection railway	E. B. ...	(See "Khoolna-Barisal-Faridpur Railway.")	...	...	...	...	

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
(b) With new girders and rails. (c) With second hand girders and rails.
† Srimangal-Maulvibazar Section—cost Rs. 6·76 lakhs.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1917.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BENGAL—*contd.*					Miles.	Lakhs of rupees.	
Barsoi-Harischandrapur railway.	E. B. ...	Barsoi to Harischandrapur	Not ...	3′ 3⅜″	17	11·58	Reconnoitred in 1916.
Birnagar-Santipur railway	E. B. ...	Birnagar to Santipur ...	Surveyed in 1916.	5′ 6″	8	5·23	
Bongong-Satkhira railway...	E. B. ...	Bongong to Satkhira ...	Surveyed in 1914.	5′ 6″	27	19·18	(*a*) Bongong-Satkhira alignment preferred.
		or Nabharan to Satkhira ...			26	18·41	
Comilla Sreemuddi Gangasagar railway.	A. B. ...	Comilla to Sreemuddi *via* Gangasagar.	Not ...	3′3⅜″	64	...	New project. Reconnaissance sanctioned.
Chandrakona Road-Ghatal railway.	B. N. ...	Chandrakona Road to Ghatal.	Not ...	2′ 6″	...	...	(*a*)
Contai Road-Contai railway	B. N. ...	Contai Road to Contai ...	Surveyed in 1913.	2′ 6″	34	(*b*)12·78	(*a*)
			Surveyed in 1916.	5′ 6″	34	2 6·89	
Dacca District railways ...	E. B. ...	(See under "Mymensingh and Dacca districts railways.")	...	...	...	...	
Diamond Harbour Kakdwip railway.	E. B. ...	Diamond Harbour to Kakdwip	Not ...	2′ 6″ / 5′ 6″	30	...	(*a*) New project. Reconnaissance sanctioned.
Eklakhi-Bonarpara railway	E. B. ...	Eklakhi to Bonarpara ...	Not ...	3′ 3⅜″	95	105·92	(*a*) Reconnoitred in 1915.
Golakgunge-Kumargram railway.	...	(See under Assam) ...	...	...	...	...	
Goalundo-Narayanganj extension railway.	E. B. ...	Lakhee Khal Hat (opposite Faridpur) to Munshiganj	Surveyed in 1898.	3′ 3⅜″	40	58·47	
Hajiganj-Shatnal branch railway.	A. B. ...	Hajiganj to Shatnal ...	Surveyed in 1899.	3′ 3⅜″	24	32·81	
Hooghly Bridge connection railway.	E. I. and E. B.	(i) Bridge over the river Hooghly at Bally and approaches (double track).	Surveyed in 1913-14.	5′ 6″	8	112·62	
		(ii) Eastern Bengal railway low level northern connection with Hooghly Bridge (single track).		5′ 6″	2	6·86	
Ishurdi-Pabna Sadhuganj railway	E. B. ...	Ishurdi to Sadhuganj *vid* Pabna.		5′ 6″	45	46·93	(*a*)
		(1) Direct alignment ...	Surveyed in 1916.	...	44	46·49	
		(2) Alternative ...		2′ 6″	44	32·00	
Jessore-Faridpur Chord railway.	E. B. ...	Jessore to Faridpur ...	Not ...	5′ 6″	50	32·00	Reconnaissance sanctioned.
Jessore-Jhenida railway extensions.	J. J. ...	(i) Jhenida to Kaliganga	Not ...	2′ 6″	26	19·29	(*a*) Reconnoitred in 1914.
		(ii) Jhenida to Madhumati *vid* Magura.		2′ 6″	34	23·02	
		(iii) Jessore to Bagmara *vid* Narail.		2′ 6″	60	65·85	
Kandi branch railway ...	E. I. ...	Nerole to Kandi ...	Not ...	2′ 6″	15	12·86	(*a*) Preliminary survey made. Alternative to Sainthia Khagraghat railway.
Kholapota-Baduria Branch of Baraset Basirhat railway.	B. B. L. Ry.	Kholapota to Baduria ...	Not ...	2′ 6″	4	1·35	New project. Survey sanctioned.
Khoolna Barisal-Faridpur... railway.	E. B. ...	Khoolna to Barisal and to Faridpur.	Surveyed in 1914.	5′ 6″	137	349·55	(*a*)
Khoolna Dum Dum Chord railway.	E. B. ...	Khoolna to Dum Dum ...	Not ...	5′ 6″	80	...	New project. Reconnaissance sanctioned.
Krishnagar-Jalangi railway	E. B. ...	Krishnagar to Jalangi ...	Surveyed in 1905.	2′ 6″	55	25·53	(*a*) Estimates revised in 1915.
			Reconnoitred in 1915.	5′ 6″	57	50·00	
Kurigram-Ulipur-Chilmari railway.	...	Kurigram to Ulipur ... and	Surveyed in 1912-13.	3′ 3⅜″	21	11·76	(*a*) Concession granted.
		Ulipur to Chilmari ...					

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Estimate includes flotation charges and interest during construction.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1917.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BENGAL—*concld.*					Miles.	Lakhs of rupees.	
Magra-Hat-Kulpi-Kharee railway.	E. B. ...	Magra-Hat to Kulpi *via* Bistopur with a branch from Bistopur to Kharee.	Surveyed in 1916.	5′ 6″ and 2′ 6″ alternatively.	29	32·99 19·99	(*a*) New project.
Midnapore District Feeder railway.	B. N. ...	See remarks	Not ...	...	...	...	(*a*) New project. Traffic and reconnaisance surveys of the area included between the Howrah Khargpur and Khargpur-Vishnupur section of the Bengal-Nagpur Railway and alignment of the Vishnupur Howrah Chord sanctioned with a view to the framing of proposals for a system of feeder lines for the development of this area.
Mymensingh and Dacca Districts railways.	E. B. ...	Mymensingh to Tangail with extensions to Elashin					
		(i) Northern route *viâ* Nandanpur.	Surveyed in 1913-14.	3′ 3⅜″	67	66·33	
		(ii) Northern route *viâ* Gangaer.			63	62·57	
		(iii) Southern route *viâ* Kalihati and Elenga.			61	60·50	
		(iv) Southern route *viâ* Bala.			59	60·25	
		Tangail to Singhjani ...	Not ...	3′ 3⅜″	47	37·88	Reconnoitred in 1915.
		Tangail to Bausi ...			41	34·88	
		Tangail to Sarisabari ...			32	30·66	
		Tangail to Aricha ...			41	92·21	
		Dacca to Aricha ...			46	88·21	
		Singhjani to Deopara ...			39	32·98	
		Aricha to Munshiganj with branches to Rajbari, etc.	Not ...	2′ 6″	100·	104·97	(*a*) Reconnoitred in 1916
Mymensingh-Jamalpur-Bakshiganj railway.	E. B. ...	(i) Mymensingh-Nalita bari Section.	Surveyed in 1916	3′ 3⅜″	35	35·86	(*a*) Reconnoitred in 1915.
		(ii) Nalitabari Jamalpur, Baksbiganj Section	...	3′ 3⅜″	38	31·69	
Nabharn-Satkhira railway	...	(See under "Bongong-Satkhira railway.")	...	...	...	...	
Nachoul-Rampur Boalia-Gopalpur railway.	E. B. ...	Nachoul to Gopalpur, or	Surveyed in 1913.	5′ 6″	57	83·98	Alternative to Nattore-Godagari railway. Cost includes conversion to 5′ 6″ gauge of Nachoul-Godagari metre gauge section.
		alternative to Abdalpur	Surveyed in 1914.	5′ 6″	51	77·31	
Nattore-Rampur Boalia-Godagari railway.	E. B. ...	Nattore to Godagari, *viâ* Rampur Boalia.	Surveyed in 1910-1911.	5′ 6″	41	53·27	
Netra kona-Mohunganj railway.	M. B. R.	Netrakona to Mohunganj	Surveyed in 1916.	3′ 3⅜′	17	14·59	(*a*) New project.
Nuxulbari-Panighatta railway.	D. H. E. ...	Nuxulbari to Panighatta	Not ...	2′ 0″	10	2·64	(*a*) Reconnoitred in 1915.
Panschura-Tamluk railway	B. N. ...	Panschura to Tamluk ...	Not ...	2′ 0″	14	...	(*a*)
Patgram-Mathabhanga railway.	B. D. ...	Patgram to Mathabhanga...	Not ...	3′ 3⅜″	12	...	Survey sanctioned.
Patgram-Mekliganj railway	B. D. ...	Patgram to Mekliganj ...			7	...	
Phulbari-Sumjhia branch railway.	E. B. ...	Phulbari to Sumjhia ...	Surveyed in 1895-1896.	3′ 3⅜″	13	4·42	
Purnea and Dinajpur Districts railways.	...	(See under Bihar and Orissa.)	...	...	...	...	
Raiganj-Eklakhi railway ...	E. B. ...	Raiganj to Eklakhi ...	Not ...	3′ 3⅜″	28	...	New project. Reconnaissance sanctioned.
Sainthia-Khagraghat railway.	E. I. ...	Sainthia to Khagraghat ...	Not ...	2′ 6″	...	...	(*a*)
Sainthia-Naya Dumka railway.	E. I. ...	Sainthia to Naya Dumka ...	Surveyed in 1915-16.	2′ 6″	41	31·99	(*a*)
Santahar-Malda railway ...	E. B. ...	Santahar to Malda ...	Surveyed in 1910-12.	3′ 3⅜″	54	53·35	(*a*)
Santahar-Dinajpur Railway.	E. B. ...	Santahar to Dinajpur ...	Not ...	5′ 6″	50	...	
Sirajganj-Bogra railway ...	E. B. ...	Sirajganj to Bogra ...	Not ...	5′6″ / 3′ 3⅜″	36	...	(*a*) Survey sanctioned.
Tangi Gopalpur Jamalpur railway.	E. B. ...	(i) Tangi to Gopalpur *via* Tangail.	Not ...	3′ 3⅜″	66	...	(*a*) Survey sanctioned.
		(ii) Gopalpur to Jamalpur			24	...	Reconnaissance sanctioned.
Vishnupur-Calcutta chord railway.	B. N. ...	Vishnupur to Calcutta ...	Surveyed in 1913-14.	5′ 6″	76	181·03	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1917.

Name of projects. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BIHAR AND ORISSA.					Miles.	Lakhs of rupees.	
Barsoi-Harischandrapur railway.	...	(See under Bengal) ...	...	...	...	...	
Bausi-Baidyanath railway	E. I. ...	Bausi to Baidyanath ...	Surveyed in 1899.	5′ 6″	44	32·35	
Bechupur-Ramgarh-Bokharo Coalfield railway.	O. & R. ...	Bechupur (Moghal Sarai) to Leiyo.	Surveyed in 1910.	5′ 6″	269	361·64	
Bhadrak-Chandballi railway	B. N. ...	Bhadrak to Chandballi ...	Surveyed in 1915.	5′ 6″	29	25·55	
Bhagalpur-Nalhati (or Ahmadpur) railway.	E. I. ...	Bhagalpur to Nalhati ... or Bhagalpur to Ahmadpur ...	Surveyed in 1895-1896.	5′ 6″	...	...	Bhagalpur to Bausi opened on 1st October 1911.
Bhojudih-Daltonganj railway	B. N. ...	Bhojudih to Daltonganj ...	Surveyed in 1889-1890 and 1897-1898.	5′ 6″	171	168·00	
Bokharo and Ramgarh Coalfield railway.	B. N. ...	Mohuda to a point on the left bank of the Chootya Nala.	Surveyed in 1908-1909.	5′ 6″	42	50·02	Section from Mohuda to Bermo (flag station) 22 miles, opened.
Chakardharpur-Jaintgarh railway.	B. N. ...	Chakardharpur to Jaintgarh *vid* Chaibasa.	Surveyed in 1916	2′ 6″	56	26·80	(*a*)
Gorakhpur and Champaran Districts railways.	...	(See under United Provinces)	...	...	...	...	
Laheriasarai Singhia Shakarpura extension.	B. and N. W.	Laheriasarai to Shakarpura	Not ...	3′ 3⅜″	...	...	New project.
Gurumahisani Branch extensions.	B. N. ...	(1) Gurumahisani to Gurumahisani mines.	Not ...	5′ 6″	4	...	New project. Survey sanctioned.
		(2) Onlajori to Badam pahar or Sulaipet.	Not ...	5′ 6″	22	...	
Gya-Makbalpur-Jehanabad railway.	E. I. ...	Gya to Jehanabad *vid* Makbalpur with a branch from Mau to Daudnagar.	Not ...	2′ 6″	61 26	... ...	(*a*)
Gya-Sherghatty railway ...	E. I. ...	Gya to Sherghatty ...	Surveyed in 1912.	5′ 6″	22	(*b*)12·80	(*a*)
Hazaribagh Road-Hazaribagh railway.	E. I. ...	Hazaribagh Road to Hazaribagh.	Surveyed in 1914.	2′ 6″	41	14·58	(*a*)
Isri-Parasnath railway ...	E. I. ...	Isri to Madhuban ...	Not ...	2′ 6″	12	3·77	Reconnoitred.
Jagatpur-Kendrapara railway.	B. N. ...	Jagatpur to Kendrapara ...	Not ...	2′ 6″	34	11·48	(*a*) Survey sanctioned.
Jamooee-Bariarpur railway	E. I. ...	Jamooee to Bariarpur ...	Not ...	5′ 6″ 2′ 6″	36	25·69 18·28	(*a*) Reconnoitred in 1915.
Lohardaga extension railway.	B.N. ...	Lohardaga to Venkatnagar.	Not	5′ 6″	232	398·73	Reconnoitred in 1915.
		With a branch from Patua to Donganara	Not	5′ 6″	103¾	173·13	Reconnoitred in 1915.
Lohardaga-Netarhaut railway.	B. N. ...	Lohardaga to Netarhaut...	Not ...	2′ 6″	34	...	New project. Survey sanctioned.
Lohardaga-Palkote extension railway.	B. N. ...	Lohardaga to Palkote ...	Not ...	2′ 6″	45	...	
Muzaffarpur-Darbhanga chord railway.	B. & N. W.	Muzaffarpur to Darbhanga	Surveyed in 1906-1907.	3′ 3⅜″	38	32·70	
Purnea and Dinajpur Districts railways.	E. B. ...	(*i*) Kasba to Kissengunge with branch from Kutti to Sikti.	Not ...	3′ 3⅜″	33 44	31·69 30·97	Reconnaissance made in 1914.
		(*ii*) Arariya to Thakurgunge with branch from Joki to Sikti.			49 22	39·05 14·00	
		(*iii*) Arariya to Sikti and Garbandanga.			44	35·89	
	D. H. ...	(*iv*) Thakurgunge to Sikti	Surveyed in 1915.	3′ 3⅜″ 2′ 0″	49 49	36·90 27·80	(*a*) In substitution of Kutti-Sikti and (*ii*) and (*iii*).
	E. B. ...	(*v*) Raiganj to Titalia and to Siliguri.	Not ...	3′ 3⅜″	79	44·06	Reconnoitred in 1914.
	D. H. ...	Thakurganj to Bahadarganj and *via* Joki Hat and Arariya to Itahura (near Arariya Road).	Not ...	2′ 0″	54	24·30	Reconnoitred.
		Itahura to Kamalpur and Kursela.			58	21·30	
		Branches— (*i*) Bahadarganj North to Gardhandanga.			16	5·60	
		(*ii*) Joki Hat to Kauri (Sikti).			22	8·80	
		(*iii*) Chahatpur to Kalpin Bebeganj (Phulbari on map).			11	3·85	
		(*iv*) Pothimar Jagir to Kissenganj.			13	5·55	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Cost on 2′ 6″ gauge; excluding land is Rs. 10·39 lakhs.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1917.

Name of projects. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BIHAR & ORISSA— *concld.*							
		Alternatives to the above—					
		(*i*) Kursela to Kasba *via* Sarsi.	Not ...	2′ 0″	49	21·40	Reconnoitred.
		(*ii*) Kasba to Kissenganj			36	18·00	
		(*iii*) Branch to Bahadarganj Tulsia to near Garbandhanga.			24	8·40	
		(*iv*) Branch from near Kasbir Amur to Kuari.			33	13·20	
		(*v*) Aluabari (Islampur) to Dinajpur *via* Lahari and Nischintipur.			56	19·60	
Sainthia-Naya Dumka railway.	...	(See under Bengal) ...	...	...	...	...	
Sambalpur-Khurda railway	B. N. ...	Sambalpur to Khurda ...	Surveyed in 1891-1892.	5′ 6″	190	237·00	
Sointilla-Sonpur branch railway.	B. N. ...	Sointilla to Sonpur ...	Surveyed in 1897-1898.	5′ 6″	48	30·62	To connect Raipur-Vizianagram with Sambalpur-Khurda.
Tewaraha-Sitamarhi branch railway.	B. & N. W.	Tewaraha to Sitamarhi ...	Surveyed in 1906-1907.	3′ 3⅜″	30	16·53	Tewaraha is at mile 19 on projected Muzaffarpur-Darbhanga chord railway.
Thakurgaon-Purnea Railway	E. B. ...	Thakurgaon to Purnea ...	Not ...	3′ 3⅜″	...	...	
Tilothoo-Sassaram railway	E. I. ...	Tilothoo to Sassaram ...	Not ...	2′ 6″	12	...	(*a*)
Vyas Sarovar-Jajpur railway	B. N. ...	Vyas Sarovar to Jajpur ...	Not ...	2′ 6″	17	...	
BOMBAY.							
Aden tramway	...	Tawahi to Shaik Othman with branch Maala to Crater.	Surveyed in 1910-1911.	2′ 6″	10 2	...	
Ambaji Taranga railway ...	B. B & C. I.	From Varetha to Saukar Mauli Ambaji.	Surveyed in 1910-12.	2′ 6″	32	22·20	Construction of the first 18 miles to Samia by a private Company sanctioned in 1911. Estimated cost revised in 1914.
Ahmednagar and Nasik District railway.	G. I. P.	(i) Belapur to Sheogaon ... (ii) Belapur to Nasik with a branch to Sangamner.	Not	2′ 6″ and 3′ 3⅜″	45 95	...	(*a*) Reconnaissance survey sanctioned.
Andheri Tramway ...	B. B. &C.I.	Andheri to Vesava ...	Surveyed	3′ 3⅜″	3	1·11	
Bagalkot-Hungund branch railway.	M. & S. M.	Bagalkot to Hungund ...	Surveyed in 1900.	3′ 3⅜″	31	24·42	
Baramati-Baura railway ...	...	(See under Dhond-Baramati extensions.)	...	...	...	...	
Bassein-Agashi-Virar railway	B. B. & C.I.	Bassein Road Station through Bassein Town and Agashi to Virar, with a branch to Bassein Bundar or alternatively from Bassein Road Station through Bassein Town to Virar with branches to Bassein Bundar and Agashi.	Surveyed in 1916.	2′ 6″	17 16	8·69 8·15	
Belgaum-Saundatti-Hubli railway.	M. & S. M.	Belgaum to Hubli, *vid* Saundatti and Alagwadi or *vid*. Saundatti and Nargund.	Surveyed in 1913-14.	3′ 3⅜″	87 91	50·12 52·81	
Bijapur-Talikota railway ...	M & S. M.	Bijapur to Talikota *vid* Hipparji or *alternative via* Begavadi.	Not ...	3′ 3⅜″	60 46	27·00 21·00	(*a*) New project.
Bombay-Sind Connection railway.	B. B. & C.I. & N. W.	Viramgam or other point on Bombay, Baroda and Central India Railway to a point on North Western or Jodhpur-Bikaner Railway.	Not ...	5′ 6″	...	...	
Bulsar-Vahial railway ...	B. B. & C. I.	Bulsar to Vahial *vid* Dharmpur.	Surveyed in 1912-14	2′ 6″	24	9·50	(*a*)
Chinchli-(Kudchi)-Bagalkot railway.	M. & S. M.	Chinchli or Kudchi to Bagalkot, *vid* Jamkhandi.	Surveyed in 1911-12.	3′ 3⅜″	75	49·73*	52 miles will be in Native States.
Choranda-Koral railway ...	G. D. ...	Choranda to Koral ...	Not ...	2′ 6″	12	...	Proposed by the Baroda Durbar and generally approved by the Government of India.
Chota Udaipur-Kuksi railway	B. B. & C.I.	Chota Udaipur to Kuksi ...	Not ...	2′ 6″	57	22·23	Reconnoitred in 1906 as part of Bodeli-Barwaha railway.
Dabhoi-Timba railway ...	G.D. ...	Dabhoi to Timba, *vid* Waghodia Jarod, Samlaya and Savli with a branch to Baroda from Waghodia.	Surveyed	2′ 6″	63	23·86	Proposed by Baroda Durbar. The Dabhoi-Jarod-Samlaya-Savli-Timba section is under construction.
Dassalwada-Bahiel railway	N. K. ...	Dassalwada to Bahiel *vid* Atersumba.	Not ...	2′ 6″	12	...	Will be a branch of Nadiad-Kapadvanj railway.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
* Includes cost of junction arrangements.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1917.

Name of project. Projectsare arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*contd.*							
Dhrangadhra State railway extension.	...	Halwad to Malia ...	Surveyed in 1902.	3′ 3⅜″	25	...	
Deesa-Tharad railway ...	B. B. & C. I.	Deesa to Tharad with branches. (*i*) Diodar to Radhanpur ... (*ii*) Abasana to Suigam ...	Surveyed in 1900.	3′ 3⅜″	101	28·66	(*a*) Extension of Palanpur-Deesa railway. Deesa-Diodar Section (28 miles) costs 7·98 lakhs and Diodar-Tharad Section (33 miles) costs 9·44 lakhs.
Dhandhuka-Botad extension railway.	B.B. & C. I. & B.N.G.	Dhandhuka to Botad *vid* Bhimnath or Dhandhuka to Botad *vid* Sundariana.	Surveyed in 1914.	3′ 3⅜″	29 25	12·18 10·53	Alternative routes to Ranpur-Dhandhuka extension.
Dholka-Ranpur railway ...	B. B. & C.I. & B. N. G.	(*i*) Dholka to Dhandhuka (*ii*) Dhandhuka to Ranpur	Surveyed in 1906-07.	3′ 3⅜″	44 17	23·10 7·48	Resurveyed in 1914. Dhandhuka-Botad extension preferred.
Dhond-Baramati Extensions railway.	G. I. P. ...	Baramati to Baura ...	Not ...	2′ 6″	32	...	(*a*) Survey sanctioned.
Dhulia-Amalner branch railway.	G. I. P. ...	Dhulia to Amalner ...	Surveyed in 1892-1893	5′ 6″	20	20·00	
Gadag-Yalvigi railway ...	M. & S. M.	Gadag to Yalvigi ...	Surveyed in 1905-1906.	3′ 3⅜″	34	18·75	
Harij-Khakhal railway ...	G. Mehsana	Harij to Khakhal ...	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar.
Haveri-Havanur ...	M. & S. M.	Haveri to Havanur ...	Not ...	3′ 3⅜″ 2′ 6″	82	...	New project.
Harij-Radhanpur railway ...	G. Mehsana	Harij to Sami ... and Sami to Radhanpur ...	Not ...	3′ 3⅜″ 5′ 6″	.. ...	... ...	Proposed by Baroda Durbar.
Hubli-Sirsi railway ...	M. & S. M.	Hubli to Sirsi	Not ...	3′ 3⅜″ 2′ 6″	66	...	(*a*)
Indore-Dohad railway ...	...	(See under Central India)	...	...	...	...	
Jamnagar-Dwarka extension railway.	J. N. ...	Jamnagar to Dwarka, *vid* Khambalia, with Khambalia-Salaya branch.	Surveyed in 1911.	3′ 3⅜″	86 9	... ...	Proposed by Navanagar Durbar. The line lies partly in Navanagar State and partly in Baroda. The portion in Navanagar State is 75 miles in length and is estimated to cost 40·88 lakhs. The portion in Baroda has been sanctioned for construction.
Jamwala-Velan railway ...	J. N. D.	Jamwala to Velan *vid* Kodinar.	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar. Survey sanctioned.
Jeur (or Poplaj)-Kharda railway.	G. I. P.	Jeur (or Poplaj) to Kharda	Not ...	2′ 6″	40	...	(*a*)
Junagad railways ...	J. N. D....	(*i*) Talala to Visvadar *vid* Sasan. (*ii*) Una to Timbi ... (*iii*) Una to Nava Bandar	Not ...	3′ 3⅜″	...	...	Proposed by Junagad Durbar. Survey sanctioned.
Kalol-Viramgam railway ...	B.B. & C.I.	Kalol to Viramgam ..	Not ...	3′ 3⅜″	29	...	New project. Proposed by Baroda Durbar, but abandoned for the present.
Kalyan-Belapur-Panvel-Karjat Light railway.	G. I. P. ...	(*i*) Kalyan to Karjat, *vid* Taloja and Chowk.	Surveyed in 1907-1908.	2′ 0″ 2′ 6″	40	15·22 16·17	(*a*)
		with Taloja-Sarsola branch, *vid* Belapur.		2′ 0″ 2′ 6″	9	2·57 2·79	
		Chowk to Nagothna extension.	Not ...	2′ 0″ 2′ 6″	37	12·33	Reconnoitred in 1907-08.
		(*ii*) Mumbra to Panvel with branch from Taloja to Shahaba.	...	2′ 6″	22½	...	(*a*) Preferred to (*i*). Detailed survey sanctioned.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1917.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BOMBAY—*contd.*					Miles.	Lakhs of rupees.	
Kapadvanj-Modassa railway	N. K. ...	Kapadvanj to Modassa *vid* Baad.	Surveyed in 1912-1913.	2′ 6″	40	14·74	(*a*) Concession granted.
Khadro-Pritamabad extension.	M. K. K.	Khadro to Pritamabad ...	Not ...	3′ 3⅜″	5	...	(*a*) Survey sanctioned.
Khijadia-Dhari railway extension.	K. D. ...	Dhari to Visvadar ...	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar. Survey sanctioned.
Koregaon-Satara railway ...	M. & S. M.	Koregaon to Satara ...	Surveyed in 1911.	3′ 3⅜″	13	4·44	
Kurla-Trombay railway ...	G. I. P. ...	Kurla to Trombay ...	Surveyed in 1907-1908.	5′ 6″	5	6·07	Project deferred for the present.
Lower Sind branches ...	N. W. ...	(*i*) Badin to Jungshahi ...	Surveyed in 1902.	5′ 6″	70	37·42	
		(*ii*) Tando Muhammad Khan to Mirpur Buttora.			33	17·19	
Lunavada-Sunth Rampur railway.	G. L. ...	Lunavada to Sunth Rampur.	Surveyed in 1913.	2′ 6″	22	8·87	(*a*) Concession granted.
Manmad-Malegaon railway	G. I. P. ...	Manmad to Malegaon with an extension to Satana.	Surveyed in 1913.	2′ 6″	21	18·20	(*a*)
Modassa-Dungarpur railway	...	(See under Rajputana) ...	...	...	...	...	
Modassa-Meghraj railway...	N. K. ...	Modassa to Meghraj ...	Surveyed in 1916.	2′ 6″	15	5·23	(*a*)
Mumbra-Belapur-railway ...	...	(See under "Kalyan-Belapur-Panvel-Karjat Light Railway.")	...	...	...	...	
Nadiad-Kaira railway ...	B. B. & C. I.	Nadiad to Kaira, *vid* Piej, Vasu and Matar.	Surveyed in 1913-14.	2′ 6″	17	8·05	(*a*) Portion from Vasu to Piej constructed.
Nevasa-Nasik railway ...	...	(See "Ahmednagar and Nasik District railway.")	...	...	...	...	
Nipani branch railway ...	M. & S. M.	(*i*) Chinchli route ...	Surveyed in 1912-13.	3′ 3⅜″	35	22·96	(*a*)
		(*ii*) Raibag route ...			32	22·09	
		(*iii*) Shirol Road route ...	Do.	3′ 3⅜″	35	25·71	
		(*iv*) Raibag (direct) route...	Reconnoitred in 1915.		31	20·12	
Pandharpur-Lonand railway	B. L. ...	Pandharpur to Lonand ...	Not ...	2′ 6″	56	...	Concession to Barsi Light railway granted. Survey sanctioned.
Pandharpur-Miraj extension railway.	B. L. ...	Pandharpur town to Miraj	Surveyed in 1908.	2′ 6″	83	...	Concession to Barsi Light railway granted. Resurvey sanctioned.
Parola-Sukheda railway ...	G. I. P. ...	Parola to Sukheda *vid* Amalner.	Not ...	5′ 6″	28	...	(*a*)
Pimpri-Jamkhed railway ...	G. I. P. ...	Pimpri to Jamkhed and on to Kharda.	Not ...	2′ 6″	60	...	(*a*) Alternative to Jeur (Poplaj) Kharda railway.
Sawada-Chopda railway ...	G. I. P. ...	Sawada to Chopda ...	Not ...	2′ 6″	45	...	(*a*) New project.
Secunderabad-Gadag railway	...	(See under Hyderabad) ...	...	...	...	...	
Songhad-Vajpur railway ...	T. V. ...	Songhad to Vajpur ...	Not ...	2′ 6″	...	...	Proposed by Baroda Durbar.
Talegaon-Manchar railway	G. I. P. ...	(*i*) Talegaon to Khed ...	Surveyed in 1912, resurveyed in 1913.	2′ 6″	22	17·58	(*a*)
		(*ii*) Khed to Manchar ...	Not ...	...	8	...	

(a) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1917.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*concld.*							
Thasra-Virpur railway ...	B. B. & C. I.	Thasra to Virpur *vid* Balasinor.	Surveyed in 1913-14.	2′ 6″	34	12·99	(*a*)
Vambori-Sheogaon railway	G. I. P. ...	Vambori to Sheogaon ...	Surveyed in 1914.	2′ 6″	42	19·81	(*a*)
Vasad-Katana railway ...	B. B. & C. I.	Vasad to Katana *vid* Borsad	Not ...	5′ 6″	27	...	Proposed by the Government of Bombay. Detailed survey sanctioned.
Veraval-Sasan tramway ...	J. U. ...	Veraval to Sasan ...	Not ...	3′ 3⅜″	26	...	Proposed by Junagad Durbar.
Vijapur-Chhara railway ...	B. B. & C. I.	Vijapur to Chhara ...	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar as extension of their Kalol-Vijapur railway.
Viramgam-Radhanpur railway.	B. B. & C. I	Viramgam to Sami ... and Sami to Radhanpur ...	Surveyed in 1907-09.	5′ 6″	45 15	48·28 36·13	(*a*)
BURMA.							
Alon-Saingbyin railway ...	B. ...	Alon to Saingbyin *vid* Budalin.	Surveyed in 1911.	3′ 3⅜″	28	11·68	(*a*)
Aungban-Heho railway ...	B. ...	Aungban to Heho ...	Surveyed in 1910.	3′ 3⅜″	18	16·27	Estimate revised in 1915. This is an extension of the Southern Shan States railway.
Bhamo-Momein (Tengyueh) railway.	B. ...	Bhamo to Momein ...	Not ...	2′ 6″	122	127·52	Reconnoitred in 1905-06.
Indo-Burma connection railway.	A. B. & B. ...	(*i*) Chittagong-Akyab-Minhla. (Aeng Pass route.)	Surveyed in 1894-1895.	3′ 3⅜″	450	700·00	Reconnoitred in 1914-15.
		(*ii*) Lumding-Manipur-Tammu-Yuwo-Kyathin (Manipur route.)			385	650·00	
		(*iii*) Makum to Mogaung ... (Hukong valley route.)			284	383·00	
		(*iv*) Chittagong-Taungup-Prome.	Surveyed in 1908-1909.		490	841·94	
		(*v*) Chittagong-Pyinmana...	Surveyed in 1914-15.	3′ 3⅜″	598	923·08	(*a*) Including 132 miles of ferry Reconnoitred in 1914-15.
Kyangin-Petye railway ...	B. ...	Kyangin to Petye ...	Surveyed in 1908. Resurveyed in 1916.	3′ 3⅜″	8	4·79 2·77*	
Lower Burma railways ...	B. ...	(*i*) Ye to Tavoy and to steamer anchorage.	Not ...	3′ 3⅜″	125	72·03	Reconnoitred in 1912.
		(*ii*) Tavoy to Amya, *vid* Myitta.			137	72·03	
		(*iii*) Moulmein to Three Pagodas.			108	59·02	
		(*iv*) Ye to Three Pagodas...			54	58·51	
		(*v*) Moulmein to Amherst			56	21·98	
		(*vi*) Moulmein to Chaungwabyin.			235	93·91	
		(*vii*) Chaungwabyin to Mergui			161	64·46	Reconnoitred in 1913
		(*viii*) Mergui to Karathuri		2′ 6″	139	111·81	
		(*ix*) Karathuri to Victoria point.			89	47·54	
Madouk-Nyaunglebin-Pado railway.	B. ...	Madouk to Nyaunglebin ... and Nyaunglebin to Pado ..	Surveyed in 1908 1910.	3′ 3⅜″	10 13	5·40 6·27	(*a*)
Moulmein-Myawaddy railway	B. ...	Battery point, north of Moulmein, to Myawaddy.	Surveyed in 1907.	3′ 3⅜″	78	100·19	
Moulmein-Ye Railway ...	B. ...	Battery point, north of Moulmein, to Ye.	Surveyed in 1906.	3′ 3⅜″	94	83·32	
Pegu-Syriam railway ...	B. ...	Pegu to Syriam ...	Surveyed in 1904-1905.	3′ 3⅜″	67	53·30	
Pyinmana-Magwe railway...	B. ...	Pyiwin to Taungdwingyi... and Taungdwingyi to Myingin (near Magwe).	Surveyed in 1907-1908.	3′ 3⅜″	69 51	49·74 40·95	Proposed in 1905 as a famine relief work. The Pyinmana Minbyin section, 29 miles long, resurveyed in 1911, as a light line and estimated to cost Rs. 13·73 lakhs.
Shwebo-Thabeitkyin railway	B. ...	Shwebo to Thabeitkyin *vid* Letkobin.	Surveyed in 1899.	3′ 3⅜″	30	14·43	Projected to tap Kabwe collieries and ruby mine district. Collieries served by first section to Letkobin (23 miles). Cost 9·94 lakhs.
Shwebo-Yeu Light railway	B. ...	Shwebo to Yeu ...	Surveyed in 1907.	3′ 3⅜″	22	...	Projected to serve country to be irrigated by Shwebo and Yeu canals.
Ta Hapalai-Nam Pai railway	B. ...	Ta Hapalai (on Lashio Branch) to Nam Pai (on Burma Mines Light railway).	Surveyed in 1910.	3′ 3⅜″	26	17·63	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
* Cost of the line if built alongside the road.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1917.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
CENTRAL INDIA.							
Barwaha-Bodeli Light railway.	B. B. & C. I.	Barwaha to Bodeli ...	Surveyed in 1906.	2′ 6″	163	61·15	Construction of Bodeli-Chota Udaipur section (24 miles) sanctioned, and of Chota-Udaipur-Kuksi section under consideration.
Bir-Bhopal railway ...	G. I. P. ...	Bir to Bhopal ...	Re-surveyed in 1912-13.	5′ 6′	107	276·78	Estimate is for double line without rolling-stock. Proposed as alternative to doubling the Itarsi-Bhopal section, shortening through mileage.
Damoh-Amanganj	G. I. P. ...	(See under Central Provinces.)	...	...	...	...	
Garotha-Man-Ranipur-Maraura Railway.	G. I. P. ...	From Mau-Ranipur running north to Garotha and south *via* Tehri to Maraura with a connection from Tehri to Lalitpur.	Not ...	2′ 6″	120	...	New Project. Reconnaissance sanctioned.
Indore-Dhar railway ...	B. B. &C.I	Indore to Dhar ...	Not ...	3′ 3⅜″	40	...	(*a*) Forms part of "Indore-Dohad railway."
Indore-Dhulia railway ...	G. I. P. & B. B. & C.I.	Indore to Dhulia *vid* Mhow Manpur and Sendhwa.	Not ...	5′ 6″	163	...	New project. Proposed by Indore Durbar in preference to Indore-Dohad railway.
Indore-Dohad railway ...	B. B. & C. I	Indore to Dohad or Anas...	Not ...	5′ 6′	120	...	Proposed by Indore Durbar.
Khandwa-Barwani railway	G. I. P. ...	Khandwa to Barwani ...	Not ...	2′ 6″	100	...	(*a*)
Mirzapur-Maihar chord railway.	...	(See under United Provinces.)	...	...	...	...	
Neemuch-Goona railway ...	G. I. P. & B. B. & C. I.	Neemuch to Goona *vid* Pachpahar, Jhalarpatan and Arnia.	Not ...	2′ 6″	174	...	New project. Proposed by Jhalwar Durbar. Pachpahar Jhalarpatan-Arnia section is alternative to Kotah Durbars Srichhatarpur-Jhalarpatan-Arnia section.
Rewah-Sutna railway	E. I ...	Rewah to Sutna ...	Re-surveyed in 1912.	2′ 6″ / 5′ 6′	32	10·27 / 18·60	(*a*) Concession granted.
CENTRAL PROVINCES.							
Amraoti-Sonnair railway ...	G. I. P. ...	Amraoti to Narkher, *vid* Morsi.	Surveyed in 1906-07.	5′ 6″	70	65·70	The Itarsi-Nagpur railway supersedes the section from Narkher to Sonnair.
Belharshah extension railway	...	(See under Hyderabad)	...	...	...	...	
Bilaspur-Mungeli-Mandla railway.	B. N. ...	Bilaspur to Cheraidongri...	Surveyed in 1905-08.	2′ 6″	153	101·74	
Bir-Bhopal railway ...	...	(See under Central India.)	...	...	...	...	
Borkhedi-Hinganghat railway.	G. I. P. ...	Borkhedi to Hinganghat ...	Surveyed in 1906-07.	5′ 6″	26	20·91	Chord between the North-East line and the Wardha coal branch.
Damoh-Amangang railway	G. I. P. ...	Damoh to Amangang *via* Hatta.	Not ...	2′ 6″	60	...	New project. Reconnaissance sanctioned.
Dhamtari-Bastar-Salur railway.	B. N. ...	Dhamtari to Salur, *vid* Bastar, comprising—					Reconnaissance survey made in 1912. Detailed survey for a line from Drug *vid* Bastar and Jeypur to Vizagapatam sanctioned
		(1) Dhamtari to Jagdalpur by (*a*) Western route ...			182	51·28	
		by (*b*) Central route ...			152	49·04	
		by (*c*) Eastern route *vid* Kondagaon.	Not ...	2′ 6″	145	45·35	
		by (*d*) Eastern route direct			137	43·30	
		(2) Jagdalpur to Jeypur ...			52	13·31	
		(3) Jeypur to Salur ...			117	73·41	
Khamgaon-Chickhli railway	G. I. P. ...	Khamgaon to Chickhli ...	Surveyed in 1915.	2′ 6″ / 5′ 6″	30	23·88 / 32·20	(*a*)
Khandwa-Akola-Hingoli railway.	B. B. & C. I.	Khandwa to Hingoli, *vid* Akola and Basim, comprising—					Line forms part of North and South 3′ 3⅜″ gauge connection. Construction by State proposed.
		(1) British Section, Khandwa to Painganga.	Re-surveyed in 1911-12.	3′ 3⅜″	168	148·01	
		(2) Hyderabad Section, Hingoli to Painganga.			17	12·29	
Lafa Coal Fields extension railway.	B. N. ...	Bilaspur to Donganara ...	Surveyed in 1914.	5′ 6″	22	12·50	
Lohardaga extension ...	...	(See under Bihar and Orissa.)	...	...	...	...	
Malkapur-Mehkar railway...	G. I. P. ...	Malkapur to Mehkar *vid* Buldana and Chickhli.	Not ...		62	...	(*a*) Reconnaissance proposed.
Moigaon-Mehkar railway ...	G. I. P. ...	Moigaon to Mehkar *vid* Buldana and Chickhli.	Not ...	...	73	...	(*a*) Alternative routes.
Murtajapur-Ellichpur railway extension.	M. E. ...	Ellichpur to Chandur Bazar	Not ...	2′ 6″	18	...	Survey sanctioned.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1917.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
CENTRAL PROVINCES —*contd.*					Miles.	Lakhs of rupees.	
Murtajapur-Yeotmal railway extensions.	M. Y. ...	(1) Yeotmal to Wun ...	Surveyed in 1916.	2′ 6″	72	40·43	(*a*)
		(2) Darwa to Pusad ...	Not ...	2′ 6″	32	...	(*a*) Survey sanctioned.
		(3) Takli to Edlabad ...			30		
Pachora-Jamner extension railway.	G. I. P. ...	(See Moigaon-Mehkar railway.)	...	...	...	...	
Rajahmundry-Sironcha railway.	M. & S. M.	Rajahmundry to Sironcha direct,	Surveyed in 1909-10.	5′ 6″	209	367·96	
		or *Vid* Gokavaram ...			215	367·84	
Sambalpur-Khurda railway	...	(See under Bihar and Orissa.)	...	...	...	...	
Venkatanagar-Korea Coalfield railway.	B. N.	Venkatanagar to Korea coalfield.	Not ...	5′ 6″	85	...	
COORG.							
Coorg Forest tramways ...	M. & S. M.	...	Not ...	2′ 0″	47	...	New project Survey sanctioned.
HYDERABAD.							
Balharshah extension railway	G. I. P. & N. G. S.	Balharshah to Kazipet, *vid* Sirpur, Tandur and Pedapali.	Re-surveyed in 1910.	5′ 6″	149	*151·97	This project supersedes the earlier Eastern and Western routes between Bellarpur and Warangal.
		Bellarpur to Sironcha	Surveyed in 1904-1905	2′ 6″	107	42·26	
Khamgaon-Chikhli railway...	...	(See under Central Provinces.)	...	...	...	...	
Khandwa-Akola-Hingoli railway.	...	(See under Central Provinces.)	...	...	...	...	
Secunderabad-Gadag railway	N. G. S.	Secunderabad to Gadag *vid* Raichur.	Surveyed in 1913-14.	3′ 3½″	292	217·62	Secunderabad-Gadwal section (length 117 miles) sanctioned for construction.
Takli-Edlabad railway ...	...	(See under Central Provinces.)	...	..	...	...	
KASHMIR.							
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab.) ..	...	..	...		
MADRAS.							
Ammayanayakkanur-Uttamapalaiyam railway.	S. I. ...	Ammayanayakkanur to Uttamapalaiyam.	Surveyed in 1906.	3′ 3½″	61	...	
Attur-Chinnasalem-railway.	S. I. ...	Attur to Chinnasalem ...	Surveyed in 1913-14	3′ 3⅜″	20	8·86	
Attur-Tirumendurai railway	S. I. ...	Attur to Tirumondurai	Surveyed in 1913-14	3′ 3⅜″	32	12·73	New project. Alternatives to Attur-Chinnasalem railway.
Attur-Perambalur railway		Attur to Perambatur		3′ 3⅜″	33	14·21	
Bangalore-Hosur railway ...	...	(See under Mysore) ..	...	...	...	...	
Bezwada-Jaggiapett railway	M. & S. M.	Bezwada to Jaggiapett ...	Not ...	5′ 6″	54	43·50	
Cocanada-Kotipalle railway	M & S. M.	Cocanada to Kotipalle *vid* Aratla-katla, Karapa, Velangi and Ramachandrapuram.	Not ...	3′ 3⅜″	42	...	Survey sanctioned.
Cuddalore-Vriddhachalam railway.	S. I. ...	Cuddalore to Vriddhachalam	Surveyed in 1905.	3′ 3½″	34		
Dhamtari-Bastar-Salur railway.	...	(See under Central Provinces.)	...	...	...	...	
Dhanushkodi-Talaimanaar railway.	S. I. ..	Dhanushkodi to Talaimanaar	Not ...	3′ 3½″	22	110·91	Preliminary survey made in 1913. Will connect India with Ceylon.
Dindigul-Palghat railway ...	S. I. ...	Dindigul to Palghat. *vid* Palni, Pollachi and Kollengode.	Surveyed in 1903-1904 and 1905-1906.	3′ 3½″	108	60·68	(*a*) Pollachi-Palghat section re-surveyed in 1915-16.
Erode-Satyamangalam railway.	S. I. ...	Erode to Satyamangalam	Surveyed in 1909-1911.	3′ 3½″	41	18·31	Proposed by Coimbatore District Board. Is a part of Nanjangud-Erode railway.
Gopalpuram Berhampore-Russell Konda railway.	B. N. ...	Gopalpuram to Surada *vid* Berhampore and Russell Konda.	Surveyed in 1916.	5′ 6″	76	64·59	Proposed by District Board of Ganjam.
				2′ 6″		48·06	
		Gopalpuram to Russel Konda *vid* Berhampore.		5 6″	58	49 54	
				2″ 6″		36·51	
		Berhampore to Russell Konda.		5 16″	49	43 70	
				2′ 6″		32·76	
Guddivada-Nidadavolu railway.	M. & S. M.	(i) Gudivada to Bhimavaram.	Surveyed in 1913.	5′ 6″	41	35·80	Proposed by District Board of Kistna.
				3′ 3½″		25·14	
		(ii) Nidadavolu to Narsapur *vid* Bhimavaram.		5′ 6″	47	45·94	
Guntur-Macherla railway ...	M. & S. M.	Guntur to Macherla *via* Sattenapalle, Gurzala and Rentachintala.	Not ...	3′ 3½″	79	...	Survey sanctioned.
Hassan-Mangalore railway	...	(See under Mysore) ...	...	...	...	...	

* Excluding rolling-stock.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1917.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
MADRAS—*contd.*					Miles.	Lakhs of rupees.	
Jayankonda Sholapuram-Trichinopoly railway.	S. I. ...	Jayankonda Sholapuram to a point on the Panruti-Trichinopoly railway, as close as possible to Trichinopoly.	Not ...	3′ 3⅜″	50	...	Survey sanctioned.
Kalikiri-Rayachoti railway...	M. & S. M.	Kalikiri (or Piler) to Rayachoti.	Surveyed in 1899-1900.	3′ 3⅜″	34	10·76	
Kanivihalli-Swamihalli tramway.	M. & S. M.	Kanivihalli to Swamihalli	Not ...	...	15	...	Survey sanctioned.
Karaikudi-Arantangi railway	S. I. ...	Karaikudi to Arantangi ...	Surveyed in 1910.	3′ 3⅜″	18	8·79	Alternative to Devakota-Arantangi branch of the Trichinopoly-Ramnad railway.
Kavali-Udayagiri railway ...	M. & S. M.	Kavali to Udayagiri ...	Surveyed in 1908.	2′ 6″	51	15·96	
Kollengode Trichur railway.	S. I. ...	Kollengode to Trichur ...	Not ...	3′ 3⅜″	41	31·50	New project. Reconnoitred in 1917.
Madura-Bodinayakkanur railway.	S. I. ...	Madura to Bodinayakkanur *vid* Theni.	Surveyed in 1913-14.	3′ 3⅜″	55	25·78	Proposed by District Board of Madura.
Mangalore-Panemangalore railway	S. I. ...	Mangalore to Panemangalore	Not ...	3′ 3⅜″ / 2′ 6″	16	...	Survey sanctioned.
Mannargudi-Tiruturaipundi railway.	S. I. ...	Mannargudi to Tiruturaipundi.	Surveyed in 1913.	3′ 3⅜″	16	10·52	
Mysore-Tellicherry railway	M. & S. M.	Mysore to Tellicherry ...	Surveyed in 1899-1900.	2′ 6″	145	81·00	
Nandyal-Atmakur railway...	M. & S. M.	Nandyal to Atmakur, *vid* Velgode.	Surveyed in 1909.	3′ 3⅜″	30	14·87	Surveyed on behalf of the District Board of Kurnool.
Nanjangud-Erode railway ...	...	(See under Mysore).	...	...	...	...	
Ollapalem-Kanigiri railway.	M. & S. M	Ollapalem to Kanigiri *vid* Singarayakonda.	Not ...	3′ 3⅜″	45	...	Survey sanctioned.
Padalam (or Madurantakam)-Arni railway.	M. & S. M.	Padalam or Madurantakam alternatively to Arni.	Not ...	3′ 3⅜″	60	...	Reconnaissance sanctioned.
Palakodu-Krishnagiri railway.	S. I. ...	Palakodu to Krishnagiri *vid* Kaveripatram.	Not ...	2′ 6″	...	...	
Palni-Satyamangalam railway.	...	Palni to Satyamangalam, with a branch from Satyamangalam to Mettupalaiyam.	Surveyed in 1903-04.	3′ 3⅜″ / 3′ 3⅜″	84 / 17	84·33 / 25·03	
Parlakimedi-Gunupur railway.	B. N. ..	Parlakimedi to Gunupur .	Surveyed in 1910-11.	2′ 6″	32	8·29	Surveyed at the instance of the Parlakimedi State.
Parvatipuram-Gunupur railway.	B. N. ...	Parvatipuram to Gunupur	Surveyed in 1916.	5′ 6″ / 2′ 6″	35	30·70 / 23·59	
Ramnad-Kilakkarai railway	S. I. ...	Ramnad to Kilakkarai ...	Surveyed in 1909-10	3′ 3⅜″	11	3·35	Surveyed on behalf of the District Board of Madura.
Ramnad-Virudupatti railway	S. I. ...	Ramnad to Virudupatti ...	Surveyed in 1909.	3′ 3⅜″	66	27·89†	(*a*)
Rajahmundry-Sironcha railway.	...	(See under Central Provinces.)	...	...	...	...	
Repalle-Visweswaram railway.	M. & S. M.	Repalle to Visweswaram ...	Surveyed in 1915.	5′ 6″	6	5·10	Concession granted, but construction deferred.
Salem-Attur railway ...	S. I. ...	Salem to Attur ...	Surveyed in 1909-10.	3′ 3⅜″	33	16·74	Proposed by District Board of Salem; estimates revised in 1916.
Salem-Samayapuram railway	S. I. ...	Salem to Samayapuram *vid* Namakhal.	Not ..	3′ 3⅜″	83	31·67	Reconnoitred in 1915. Survey sanctioned.
Tanjore-Tiruvadi railway ...	S. I. ...	Tanjore to Tiruvadi ...	Surveyed in 1915.	3′ 3⅜″	9	11·56	Proposed by Tanjore District Board.
Tirupatti (Renigunta)-Madras railway.	M. & S. M.	(*i*) Tirupatti to Madavaram.	Surveyed in 1913.	3′ 3⅜″	69	50·93	
		(*ii*) Madavaram to Madras Beach with branches from			7	6·2	
		(*a*) Madavaram to Ayanavaram.			4	3·93	
		(*b*) Ayanavaram to Salt Cotaurs or alternatively.			3	3·55	
		(*c*) Ayanavaram to Chutput.			3	3·16	
Trichinopoly-Panruti railway	S. I. ...	Trichinopoly to Panruti *vid* Srirangam, Tirupattur, Parambalur, Volcondah, Pariore and Adiyur.	Surveyed in 1907.	3′ 3⅜″	95	107·20	Cost of a low grade line 84·66 lakhs.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
† With 50 lb. rails cost will be 30·70 lakhs

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1917.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
MADRAS—*concld.*							
Trichinopoly-Ramnad railway	S. I. ..	Trichinopoly to Ramnad, with branch from Devakotai to Arantangi.	Surveyed in 1909.	3′ 3″	108 26	54·23 17·34	Concession granted for construction of Trichinopoly-Puddukotai section (32 miles).
Ulundurpettai-Chinna Salem railway.	S. I. ...	Ulundurpettai to Chinna Salem.	Surveyed in 1909.	3′ 3⅜″	32	13·52	Proposed by District Board of South Arcot.
Valparai Extension Tramway	...	Terminus of the existing Cochin tramway to Valparai.	Not ...	3′ 3⅜″	15	...	Survey sanctioned.
Virudupati-Tenkasi railway	S. I. ...	Virudupati to Tenkasi, *viâ* Sivakasi.	Surveyed in 1912.	3′ 3⅜″	76	30·39	(a)
Vizianagram-Vizagapatam railway.	B. N. ...	Vizianagram to Vizagapatam *viâ* Bimlipatam.	Not ...	5′ 6″	38	...	Survey sanctioned.
Yerragudipad-Nandyal railway.	M. & S. M.	Yerragudipad to Nandyal	Surveyed in 1903-09.	3′ 3⅜″	71	40·85	
MYSORE.							
Bangalore-Hosur railway ...	M. & S. M.	Bangalore to Hosur, *viâ* Attibala or *viâ* Bannerghatta.	Resurveyed in 1914	2′ 6″	29 31	13·23 12·93	Proposed by Mysore Durbar. Route *viâ* Bannerghatta preferred.
Dodbele-Kolar Gold-fields railway.	M. & S. M.	Dodbele to Kolar Gold-fields.	Surveyed in 1907.	3′ 3⅜″	72	...	
Hassan-Mangalore railway	...	Hassan to Mangalore ...	Surveyed in 1913.	2′ 6″ 3′ 3⅜″	107 110	82·96 177·80	Proposed by Mysore Durbar.
Mysore-Tellicherry railway	..	(See under Madras.) ...	...	...	..	...	
Mysore and West Coast railway.	...	...	Not ...	...	...	..	Reconnaissance sanctioned.
Nanjangud-Erode railway ...	M. & S. M.	Nanjangud to Erode with a branch from Kottamangalam to Mettupalaiyam.	Surveyed in 1909-1911.	3′ 3⅜″	119 23	109·67 13·59	33·7 miles in Mysore. The Durbar propose to construct the whole line and finance the line from Nanjangud to Satyamangalam. The Coimbatore District Board have applied to construct the section from Erode to Satyamangalam.
NORTH-WEST FRONTIER PROVINCE.							
Kulachi-Dera Ismail Khan railway.	N. W. ...	Kulachi to Dera Ismail Khan.	Not ...	2′ 6″	27	12·62	Reconnoitred in 1914
Mardan-Charsadda railway	N. W.	Mardan to Char-adda ...	Surveyed in 1914.	2′ 6″	17	7·11	(a) Concession granted for construction deferred.
Mardan-Swabi railway ...		Mardan to Swabi ...	Surveyed in 1914.	2′ 6″	29	16·62	(a)
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab.) ...	...	...	...	...	
Trans-Indus railway ..	N. W. ...	Kohat to Bannu ...	Surveyed in 1909.	2′ 6″	79	60·57	
PUNJAB.							
Baijnath-Nurpur railway ...	...	Baijnath to Nurpur ...	Not ...	2′ 6″	70	..	(a) Reconnaissance sanctioned. This will be an extension of Pathankot-Nurpur railway.
Bari Doab railway ...	N. W. ...	(1) Lahore to Gurdaspur *viâ* Ajnala.	Not ..	2′ 6″	75	...	(a) Survey sanctioned.
		(2) Ajnala to Amritsar ...			17	..	
		(3) Gurdaspur to Butari ...			37	...	
		(4) Butari to Hariko Pattan			42	...	
Batala-Dehrananak railway	N. W. ...	Batala to Dehrananak ...	Surveyed in 1913.	5′ 6″	18	15·37	

(a) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1917.

Name of Project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
PUNJAB—*contd.*					Miles.	Lakhs of rupees.	
Dhak branch railway ...	N. W. ...	(*i*) Dhak to Tajuwala direct	Surveyed in 1906-07.	5′ 6″	11	(*b*)4·97	To serve coal mines.
		(*ii*) Dhak to Tajuwala *vid* Katha.	Surveyed in 1909.		15	(*b*)7·86	
Gujranwala-Chuhar Khana railway.	N. W. ...	Gujranwala to Chuhar Khana.	Not ...	...	40	...	New project. Reconnaissance survey sanctioned.
Jaijon-Hoshiarpur railway	N. W. ...	Jaijon to Hoshiarpur ...	Not ...	...	20	...	New project. Reconnaissance survey sanctioned.
Jagadhri Light railway extension.	J. L. ...	Jagadhri Town to Sadhaura *vid* Chachrauli and Bilaspur.	Not ...	2′ 0″	...	...	Proposed by Jagadhri Light Railway Company.
Kalka-Baijnath railway ...	E. I. ...	Kalka to Baijnath with branches.			176	158·45	
		(1) Mandi to Kulu ...	Not ...	2′ 6″	42	49·15	Reconnoitred in 1912.
		(2) Nalagarh to Rupar			16	11·90	
Karnal-Kaithal-Nabha railway.	E. I. ...	Karnal to Nabha, *vid* Kaithal	Not ...	5′ 6″	70	56·00	
Lahore-Patti railway ...	N. W. ...	(See Bari Doab Railway.)	...	...	...	...	
Ludhiana-Kalka Railway ...	N. W ...	Ludhiana to Kalka ...	Not ...	5′ 6″	72	...	Reconnaissance survey sanctioned.
Nankana-Changa Manga-Pak Patan railway.	N. W. ...	Nankana *vid* Bulloke to Changa Manga.	Surveyed in 1913.	2′ 6″	96	45·60	
		Changa Manga *vid* Chunian Hujra and Dipalpur to Pak Patan.					
Pathankot-Bakloh railway...	N. W. ...	(*i*) Pathankot to Katlu *vid* Nurpur.	Surveyed in 1913.	2′ 6″	32	53·41	Alternative to Pathankot-Nurpur.
		(*ii*) Pathankot to Katlu *via* Dunera.			27	43·94	
Pathankot-Nurpur-Guler railway.	N. W. ...	(*i*) Pathankot to Nurpur ...	Surveyed in 1912.	5′ 6″	14	12·58	(*a*) Being further investigated.
		(*ii*) Gareli on (*i*) to Guler or to Nagroteh	Not ...	2′ 6″	30	25·20	Reconnoitred in 1915.
					25	22·54	
Patiala feeder railways ...	...	(*i*) Patiala to Dhand *vid* Pihewa.			36	...	Proposed by Patiala Durbar. Survey sanctioned.
		(*ii*) Sirhind to Rupar *vid* Sanghol.			26	...	Extension as far as Kalka is under consideration.
		(*iii*) Patiala to Sirhind ...			20	...	
		(*iv*) Samana to Mansa *vid* Sonam.			...	...	
		(*v*) Samana to Ghuram ...	Not ...	2′ 6″	20	...	
		(*vi*) Mansa to Tapa ...			21	...	
		(*vii*) Tapa to Badhaur ...			14	...	
		(*viii*) Sonam to Barnala ...			...	...	
		(*ix*) Samana to Chhintanwala.			18	...	
		(*x*) Chhintanwala to Amargarh.			...	...	
		(*xi*) Doraha to Pael Narnaul-Dadri ...	Not ...	3′ 3⅜″	39	...	Proposed by Patiala Durbar. Survey sanctioned.
Patiala-Jakha railway ...	N. W. ...	Patiala to Jakhal ...	Surveyed in 1906.	5′ 6″	54	34·00	Proposed by Patiala Durbar.
				3′ 3⅜″		24·83	
Plasi-Bhakra railway ...	N. W. ...	Plasi to Bhakra ...	Not ...	...	...	...	New project. Proposed by North Western railway.
		(*i*) Raewind to Sangla Hill.		5′ 6″	...	...	Survey sanctioned.
		(*ii*) Sangla Hill to Khushab.					
Punjab Canal Colony railways †	N. W. ...	(iii) Gujranwala to Lyallpur		2′ 6″	94	40·00	Preliminary survey made.
		(*iv*) Bajla to Tandlianwala	Not ...	2′ 6″	32	...	Survey sanctioned. Alternative to Lyallpur-Tandlianwala.
		(*v*) Jaranwala to the Ravi bridge near Thatta Nana Dogar.		2′ 6″	39	...	Survey sanctioned.
		(*vi*) Jaranwala to Lyallpur		2′ 6″	...	9·80	Preliminary survey made.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Excluding rolling-stock.
†The whole question of railway extension in this area including the question of gauge is under consideration.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1917.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
PUNJAB—*concld.*					Miles.	Lakhs of rupees	
		(vii) Lyallpur to Chiniot ...	Not ...	2′ 6″	25	12·31	Preliminary survey made.
		(viii) Chiniot to Bhagtanwala.		2′ 6″	23	...	Survey sanctioned.
		(ix) Sargodha to Gujrat ...		2′ 6′	94	48·31	Preliminary survey made
		(x) Gujrat to Lukanwal ..		2′ 6″	15	...	Survey sanctioned.
		(xi) Sargodha to Bhera ...		2′ 6′	34	...	Survey sanctioned. Alternative to Shahpur-Bhera.
		(xii) Chiniot to Jhang ...	Surveyed in 1906.	5′ 6″	51	33·00	Estimates revised in 1911.
Punjab Canal Colony railways. (*b*) (*concld*).	N. W. ...	(xiii) Sargodha to Jehania Shah *viâ* Sahiwal.		2′ 6″	...	...	
		(xiv) Lyallpur to Jhang ...		2′ 6″	...	...	
		(xv) Jhang to Montgomery *viâ* Gojra, Summudri and Gogera.		2′ 6″	...	...	
		(xvi) Montgomery to Pak Pattan.	Not ...	5′ 6″	28	...	
		(xvii) Montgomery to Jehania.		2′ 6″	...	...	
		(xviii) Muzaffargarh to Alipur.		2′ 6″	53	...	
Lyallpur-Tandhariwala railway.	N. W, ...	Lyallpur to Tandhariwala.	Not ...	...	26	...	
Rajpura-Malla railway ...	N. W. ...	Rajpura to Malla *viâ* Chandigarh.	Not ...	5′ 6″	...	...	Proposed by Patiala Durbar.
Rohtak-Bhiwani railway ...	E. I.&N. W.	Rohtak to Bhiwani ...	Not ...	5′ 6″	30	...	
Rohtak-Gohana railway ...	N. W. ...	Rohtak to Gohana ...	Not ...	5′ 6″ 2′ 6″	20	11·94 8·00	Reconnoitred.
Sarai Kala-Abbottabad-Srinagar railway.	N. W. ...	Saraikala to Srinagar, *viâ* Abbottabad. (Comprises the following sections).	...				
		(i) Saraikala to Abbottabad.	Resurveyed in 1907-1909.	5′ 6″	51	87·76	Sarai Kala-Havelian portion of the line constructed on the 5′ 6″ gauge. Re-survey of the Havelian-Abbottabad portion of the line sanctioned.
		(ii) Abbottabad to Garhi Habibulla.		5′ 6″	28	77·39	
		(iii) Garhi Habibulla to Kashmir frontier.	Surveyed in 1892-1893.	5′ 6″	1	10·41	
		(iv) Kashmir frontier to Domel.		5′ 6″	5	27·24	
		(v) Kashmir frontier to Srinagar.		3′ 3⅜″	109	157·89	
Shahdara-Narowal railway...	N. W. ...	Shahdara to Narowal ...	Surveyed in 1915.	5′ 6″	48	31·87	(*a*) Concession granted.
Shahpur-Bhera railway ...	N. W. ...	Shahpur to Bhera ...	Not ...	...	30	...	
Sialkot-Morala railway ...	N. W. ...	Sialkot to Morala ...	Surveyed in 1916.	5′ 6″	13	...	(*a*) Project in abeyance.
Sirhind-Kotkapura railway	D. U. K.	Sirhind to Kotkapura *viâ* Malerkotla and Bhadaur.	Not ...	2′ 6″	...	...	Proposed by Malerkotla Durbar.
RAJPUTANA.							
Baran-Marwar railway ...	B. B. & C. I.	Baran to Marwar ... or			213	136·67	Baran-Kotah section (41 miles) has been constructed on 5′ 6″ gauge, and construction of Kotah-Marwar (or Nasirabad) section under consideration.
		Baran to Nasirabad ... with	Surveyed in 1898-1899.	3′ 3⅜″	153	96·12	
		Jehazpur to Paondero Branch.			71	31·63	
Beawar-Todgarh railway ...	B. B.& C.I.	Beawar to Todgarh ...	Not ...	3′ 3⅜″	42	...	(*a*) New project. Consideration postponed for the present.
Dholpur-Rajakhera Extension railway.	B. B. & C. I.	Dholpur to Rajakhera ...	Surveyed in 1910-1911.	2′ 6″	23	...	Proposed by Dholpur Durbar.
Jaipur-Loharu railway ...	J. S. M ...	Jaipur to Surajgarh *viâ* Reengus, Sikar, Jhunjhnu and Chirawa.	Not ...	3′ 3⅜″	135	...	Proposed by Jaipur Durbar. Survey sanctioned. Jaipur. Reengus (36 miles) and Reengus-Sikar (33 miles) Sikar Jhunjhnu (40 miles) sections under construction.
Karauli branch railway ...	B. B. & C. I	Gangapur to Karauli ...	Not ...	...	25	...	Proposed by Karauli Durbar as a famine relief work.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) The whole question of railway extension in this area including the question of gauge is under consideration.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1917.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
RAJPUTANA.—*concld.*							
Kotah Feeder railways ...	G. I. P. & B. B. & C. I.	(i) Baran to Darah *vid* Sangod. (ii) Baran to Etawa ... (iii) Sangod to Arnia ... (iv) Arnia to Manoher Thana (v) Arnia to Shri Chatterpura.	Not	2′ 6″	170	...	Survey sanctioned.
Mauli-Nathdwara railway ...	U. C. ...	Mauli to Nathdwara ...	Surveyed in 1896.	3′ 3⅜″	15	4·73	
Modassa-Dungarpur railway.	...	From a point on the Modassa extension of the Nadiad—Kapadvanj railway to Dungarpur.	Not ...	2′ 6″	...	...	Reconnaissance sanctioned.
Nasirabad-Kekri railway ..	B. B. & C. I.	Nasirabad to Kekri ...	Surveyed in 1898-99.	3′ 3⅜″	35	15·86	This is a part of "Baran-Marwar railway." Estimates revised in 1915.
Neemuch-Goona railway ...	...	(See under Central India)	...	...	...	...	
Sri Madhopur-Borawar chord railway.	B. B. & C. I.	Sri Madhopur to Borawar	Not ...	3′ 3⅜″	...	...	
Sri Madhopur-Sikar railway	B. B. & C. I.	Sri Madhopur to Sikar ...	Surveyed in 1900.	3′ 3⅜″	31	8·69	
UNITED PROVINCES.							
Agra Fort-Bah or Bateser railway.	B. B. & C. I	Agra Fort to Bah or Bateser *via* the Taj or Fatehabad.	Not ...	2′ 6″	...	...	(*a*) New project.
Auriya-Pokhrayan railway	G. I. P. ...	Auriya to Pokhrayan ...	Not ...	2′ 6″	30	...	(*a*)
Auriya-Phaphund railway ...	E. I. ...	Auriya to Phaphund ...	Surveyed in 1907.	5′ 6″	13	8·88	(*a*)
Bellraien-Dhaurahra railway	E. & K. ...	Bellraien to Dhaurahra ...	Surveyed in 1913-14.	3′ 3⅜″	32	15·29	
Bulandshahr-Debai railway	O. & R. ...	Bulandshahr to Debai *via* Anupshahr.	Not ...	2′ 6″	40	...	(a) New project.
Bulandshahr-Seyani railway	O. & R. ...	Bulandshahr to Seyani ...	Not ...	2′ 6″	19	...	(a) New project.
Chandausi-Bhilsi railway ...	O. & R. ...	Chandausi to Bhilsi *via* Islamnagar and Rajbaraulia with a branch from Rajbaraulia to Babrala *via* Shaswan.	Not ...	2′ 6″	26 34	... ..	(a) New project.
Dehra-Rajpur railway ...	O. & R. ...	Dehra to Rajpur	Surveyed in 1912.	5′ 6″	8	11·19	
Dibai-Kasganj railway ...	O. & R. ...	Dibai to Kasganj ...	Surveyed in 1912.	5′ 6″	37	32·79	
Etawah-Farukhabad railway	E. I. & B. B & C. I.	Etawah to Farukhabad ...	Not ...	2′ 6″	50	...	(*a*)
Fatehpur-Markundi chord railway.	E. I. ...	Fatehpur to Markundi alternatives (i) Fatehpur to Karwi ... (ii) Khaga to Manikpur ...	Surveyed in 1900-1901.	5′ 6″	72 52 57	98·46 72·59 85·98	
Garhmuktesar-Tundla railway.	O. & R. ...	Garhmuktesar to Tundla *vid* Dibai, Kasganj and Etah.	Not ...	2′ 6″	125	...	(*a*)
Garhwal district railway ...	O. & R. ...	See "Remarks" ...	...	...	...	...	Reconnaissance of the area lying to the north east of the Najibabad-Moradabad section of the Oudh and Rohilkhand Railway made in 1916 with a view to framing proposals for a system of light railway or tramway lines branching out from Kalagarh into the Patlii Dun, Palain and Sonanad Valleys, in the Lansdowne and Ramnagar forest division and ascertaining the best method of providing railway communication with Kalagarh. Results awaited.
Garotha-Mau Ranipur-Maraura railway.	...	(See under Central India)	...	...	...	...	
Gorakhpur and Champaran districts railways.	B. & N. W.	(i) Captainganj to Thunthibari *vid* Maharajganj. (ii) Captainganj to Bhatni (iii) Maharajganj to Nautanwa *vid* (*a*) Pharenda or (*b*) Bridgmanganj. (iv) Bagaha to Tribeni ...	Not ...	3′ 3⅜″	42 42 44 24	... ...	Survey sanctioned.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*concld.*

Railways and tramways projected up to the 31st March 1917.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
UNITED PROVINCES—*concld.*							
Hardoi-Sandi branch railway	O. & R. ...	Hardoi to Sandi ...	Surveyed in 1902	5′ 6″	14	3·62	(*a*
Harpalpur-Nowgong railway	G. I P. ...	Harpalpur to Nowgong ...	Not ...	2′ 6″	82	...	(*a*)
Harpalpur-Sumerpur railway	G. I. P. ...	Harpalpur to Sumerpur *vid* Rath.	Not ...	2′ 6″	82	...	(*a*)
Jaunpur-Sultanpur railway	O. & R. ...	Jaunpur to Sultanpur ...	Not ...	2′ 6″	55	...	(*a*)
Karwi-Rajapur railway ...	G. I. P. ...	Karwi to Rajapur direct or *vid* Pahari	Surveyed in 1906-1907.	5′ 6″	19 21	7·76 8·42	(*a*) Government of United Provinces favour the route *vid* Pahari.
Kasganj-Agra railway ...	R. & K. ...	Kasganj to Agra *via* Etah.	Surveyed in 1913-14.	3′ 3⅜″	75	46·61	Project estimates under consideration.
Kasganj-Delhi railway ...	R. & K. & E. I. R.	Kasganj to Delhi *vid* Atrauli, Bulandshahr and Okhla.	Not ...	3′ 3⅜″	125	...	
Kasganj-Rewari railway ...	R. & K. & B. B. & C. I.	Kasganj to Rewari *vid* Aligarh and Nuh with a branch from Nuh to Delhi.	Not ...	3′ 3⅜″	...	...	Reconnaissance sanctioned.
Kasipur-Kalagarh railway...	R. & K. ...	Kasipur to Kalagarh ...	Surveyed in 1912-13.	3′ 3⅜″	27	...	First 12 miles will cost 5·19 lakhs.
Kunch-Madhogarh railway...	G. I. P. ...	Kunch to Shankarpur *vid* Jalaon with Jalaon-Madhogarh Branch.	Surveyed in 1906.	5′ 6″	36 16	13·44 5·92	(*a*) Certain amount of earthwork done in 1906 as famine relief work. Present proposal is for a 2′ 6″ gauge line.
Lucknow-Sultanpur railway	O. & R. ...	Lucknow to Sultanpur ...	Surveyed in 1914.	2′ 6″	87	37·89	(*a*)
Meerut-Roorkee railway ...	O. & R. ...	Meerut to Roorkee with a branch from Gesupur to Garhmukhtesar.	Surveyed in 1915.	2′ 6″	85 23	36·30 9·39	(*a*) (*a*)
Mirzapore-Maihar chord railway.	E. I. ...	Mirzapore to Maihar ...	Surveyed in 1903.	5′ 6″	140	155·00	
Moghalsarai-Bhabua Road railway.	E. I. ...	Moghalsarai to Bhabua Road *vid* Chakia.	Not ...	2′ 6″	56	..	Proposed by the Benares State. Survey sanctioned.
Rosa-Budaon-Hapur railway	O. & R. ...	(i) Rosa to Budaon ...	Surveyed in 1910-1911.	5′ 6″	73	98·09	(*a*) Is a realignment of the Tilhar-Budaon section of the "Tilhar-Hapur railway."
		(ii) Budaon to Babrala ..			54	60·27	
		(iii) Rajghat to Hapur with a branch to Bulandshahr.			69	69·24	
Tilhar-Budaon-Hapur railway	O. & R. ...	Tilhar to Hapur *vid* Budaon with a branch from Jehangirabad to Bulandshahr.	Surveyed in 1909.	5′ 6″ 5′ 6″	147 16	180·21	
Unao-Madhoganj railway ...	O. & R. ...	(i) Unao to Bangarmau *vid* Safipur.	Surveyed in 1910-1911.	5′ 6″	30	24·73	(*a*)
		(ii) Unao to Bangarmau *vid* Hyderabad.			38	29·24	
		(iii) Bangarmau to Madhoganj.			18	14·66	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 11.

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		II. Coal and coke carried for the public and foreign railways.		1. Raw.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*) & (*g*) to (*i*).	Bengal-Nagpur	858	23,000	3,673,645	1,20,85,686	19,539	3,05,872
2	(*a*) to (*e*) & (*m*) to (*r*).	Bombay, Baroda and Central India.	1,231	40,231	519,877	23,91,809	216,227	33,87,357
3	(*a*) to (*e*)	Eastern Bengal ...	1,637	19,412	1,327,917	14,63,850	1,616	1 ,799
4	...	East Indian ...	5,567	1,11,235	11,000,830	4,08,31,982	39,287	3,17,442
5	(*a*) to (*j*)	Great Indian Peninsula ...	3,050	82,857	2,078,559	1,10,13,702	373,123	80,15,825
6	...	Madras and Southern Mahratta	1,550	28,276	457,576	20,88,670	117,619	15,4 ,472
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	210	2,777	462,154	13,85,526	8,790	7 ,992
8	(*a*) to (*s*)	North Western ...	5,197	1,15,661	776,186	25,50,262	112,367	13,68,069
9	...	Oudh and Rohilkhand ...	3,101	32,038	712,529	27,64,554	14,925	9 ,972
10	(*a*) to (*l*)	South Indian	356	7,289	57,827	2,59,152	61,978	4,22,136
		3′ 3¾″ gauge.						
11	(*a*) & (*b*)	Assam-Bengal	205	1,967	99,351	2,08,337	1,585	14,737
12	...	Bengal and North-Western ...	914	13,407	185,037	4,24,827	2,762	23,403
13	...	Bengal Dooars	83	930	52,967	2,37,546	5	53
14	...	Bhavnagar State ...	245	1,257	32,466	52,339	16,733	75,066
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	904	15,218	213,376	5,05,091	138,331	14,06,157
15	...	Burma	1,305	24,995	21,128	2,05,628	11,406	60,234
17	...	Dibru-Sadiya	...	...	537,473	583,305	...	...
18	...	Gondal-Porbandar State ...	161	667	24,832	31,384	14,099	51,908
19	...	Jamnagar	3	15	1,785	5,171	262	751
20	...	Jodhpur-Bikaner ...	468	3,877	22,221	20,452	22,505	65,335
21	...	Junagad State	192	855	6,470	2,729	13,274	51,240
22	...	Morvi	38	230	12,163	19,718	3,311	19,391
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	147	2,763	18,481	75,147	29,156	3,60,480
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	282	1,997	12,112	13,308	3,111	11,996
26	...	Udaipur-Chitorgarh ...	10	81	1,502	1,508	7,479	31,446
		2′ 6″ and 2′ 0″ gauges.						
34	...	Barsi Light (2′ 6″) ...	37	270	1,971	14,731	11,348	66,867
50	...	Shahdara (Delhi)—Saharanpur Light (2′ 6″).	45	278	1,586	2,132	237	774
52	...	Darjeeling-Himalayan (2′ 0″)	148	2,867	8,197	52,103	8	74
		Other 2′ 6″ & 2′ 0″ gauge lines	10	76	34,319	63,929	2,802	5,951
		Total 1916-17 ...	27,954	5,34,529	22,387,117	7,99,60,290	1,243,915	1,78,01,559
		Total 1915-16 ...	27,789	4,91,149	19,063,832	6,30,91,856	1,482,074	2,14,21,581
		Increase ...	165	43,380	3,323,285	1,68,68,434	...	...
		Decrease ...	...	...	...	...	238,159	36,20,022

DIX 11.

earnings therefrom during the financial year 1915-17.

railway in India and is therefore not the same as the total production and imports.]

III. COTTON — 2. MANUFACTURED.								Number.
(*a*) Twist and yarn, European.		(*b*) Twist and yarn, Indian.		(*c*) Piece-goods, European.		(*d*) Piece-goods, Indian.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
10	11	12	13	14	15	16	17	18
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
4,583	45,477	22,453	2,96,001	13,151	1,96,349	19,276	3,26,017	1
540	12,206	14,754	2,47,706	26,318	8,48,748	33,422	5,90,300	2
361	3,754	5,491	46,069	22,281	2,90,099	6,207	61,380	3
843	25,707	19,186	1,91,624	46,037	11,65,733	17,573	2,68,945	4
16,898	2,87,058	23,706	3,27,750	60,561	14,15,066	43,807	7,60,557	5
13,314	1,36,084	21,406	2,31,189	22,961	3,04,844	15,114	2,04,271	6
4,956	52,453	3,450	43,152	3,644	47,889	1,518	17,536	7
593	10,874	9,428	1,62,393	27,652	8,29,778	40,466	8,64,809	8
369	3,140	9,829	81,732	11,781	86,536	7,904	73,169	9
5,056	53,435	19,347	2,08,974	11,790	1,67,731	8,615	96,543	10
276	1,494	825	4,857	2,666	20,334	1,352	10,797	11
311	4,291	5,503	76,058	17,779	1,82,219	9,165	1,24,211	12
...	...	...	...	523	5,136	228	2,589	13
1	4	1,562	5,536	183	833	1,799	9,186	14
143	2,571	12,129	2,32,666	16,337	3,21,766	30,546	7,47,382	2
1,084	13,789	3,340	75,112	10,566	1,62,609	648	16,053	15
...	...	...	...	...	...	...	...	17
6	41	1,355	3,553	115	520	1,749	6,543	18
199	700	...	...	307	1,287	...	...	19
44	384	1,023	7,565	1,667	16,783	5,416	37,568	20
5	25	199	598	129	607	540	2,482	21
3	16	73	343	180	970	387	2,002	22
632	11,519	1,203	19,314	870	13,112	1,904	24,735	7
6	20	1,899	8,413	2,827	21,888	1,183	7,810	25
...	...	58	436	237	1,916	427	3,322	26
77	387	301	1,475	429	2,739	803	4,064	34
...	...	27	123	779	4,462	152	572	50
...	1	131	2,346	744	10,598	140	2,243	52
42	128	582	1,153	592	1,510	497	1,689	
50,342	6,65,558	179,260	22,79,138	303,103	61,22,466	250,838	42,66,805	
49,489	6,45,709	179,530	22,83,198	326,746	64,97,004	229,670	38,62,466	
853	19,849	...	...	...	...	21,168	4,04,339	
...	...	270	4,060	23,640	3,74,538	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railway system.	III—*concld.*				IV.	
			Cotton—*concld.* 2. Manufactured—*concld.* (*e*) Others.		Total.		Chemicals, excepting saltpetre.	
Main head.	Sub-head.		Quantity.	Earnings	Quantity.	Earnings.	Quantity.	Earnings.
19	20	21	22	23	24	25	26	27
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*) & (*g*) to (*i*).	Bengal-Nagpur	1,259	24,803	80,252	11,94,515	6,065	72,818
2	(*a*) to (*e*) & (*n*)to(*r*)	Bombay, Baroda and Central India.	1,357	31,408	292,618	51,27,725	2,362	42,480
3	(*a*) to (*e*)	Eastern Bengal	...	..	35,986	4,13,101	4,966	37,594
4	...	East Indian	3,999	76,025	126,925	20,45,476	13,113	1,91,912
5	(*a*) to (*j*)	Great Indian Peninsula ...	2,267	50,060	520,362	1,08,56,916	5,104	1,01,687
6	...	Madras and Southern Mahratta	1,835	28,825	192,249	24,54,085	8,852	79,633
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	187	2,330	22,545	2,38,352	351	4,090
8	(*a*) to (*s*)	North Western	3,094	65,542	193,600	33,01,265	6,081	1,04,135
9	...	Oudh and Rohilkhand ...	1,101	13,445	45,909	3,52,994	3,606	23,092
10	(*a*) to (*l*)	South Indian	2,562	26,150	109,348	9,74,969	10,246	93,021
		3′ 3¾″ gauge.						
11	(*a*) & (*b*)	Assam-Bengal	14	141	6,718	52,364	453	3,488
12	...	Bengal and North-Western ...	971	14,434	36,491	4,24,616	25,193	1,10,007
13	...	Bengal Doors	44	300	800	8,078	497	7,670
14	...	Bhavnagar State	...	...	20,278	91,625	842	1,563
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	1,297	20,502	198,783	27,31,044	1,650	15,592
15	...	Burma	194	3,747	27,238	3,31,544	111	3,792
17	...	Dibru-Sadiya	409	4,296	409	4,296	...	..
18	...	Gondal-Porbandar State ...	...	2	17,324	62,567	61	384
19	...	Jamnagar	14	42	782	2,780	...	...
20	...	Jodhpur-Bikaner ...	211	2,114	30,866	1,29,749	732	5,268
21	...	Junagad State	...	...	14,147	55,352	13	59
22	...	Morvi	17	103	3,971	22,815	63	337
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	26	388	33,791	4,29,548	89	1,081
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	93	639	9,119	50,736	2,079	13,907
26	...	Udaipur-Chitorgarh ...	12	86	8,213	37,206	6	56
		2′ 6″ and 2′ 0″ gauges.						
34	...	Barsi Light (2′ 6″) ...	50	267	13,008	75,799	42	182
50	...	Shahdara (Delhi)-Saharanpur Light (2′ 6″)	9	25	1,204	5,956	15	88
52	...	Darjeeling Himalayan (2′ 0″)	141	2,133	1,164	17,895	41	578
		Other 2′ 6″ and 2′ 0″ gauges...	13	43	4,528	10,504	87	249
		Total 1916-17 ...	21,167	3,67,859	2,048,628	3,15,03,373	92,720	9,17,758
		Total 1915-16 ...	17,114	3,01,223	2,284,623	3,50,11,186	75,474	7,94,990
		Increase ...	4,053	66,622	...	...	17,246	1,22,768
		Decrease ...	...	...	235,995	35,07,810	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

V.								Number.
DRUGS.						Total.		Main head.
1. Intoxicating other than opium.		2. Non-intoxicating.						
		(*a*) Medicinal preparations.		(*b*) Others.				
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
28	29	30	31	32	33	34	35	36
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
50	1,088	...	...	2,694	37,592	2,744	38,680	1
9	409	435	13,248	2,065	40,435	2,509	54,092	2
5	5	338	6,502	627	9,813	970	16,320	3
61	1,442	1,045	38,753	3,330	60,385	4,436	1,C0,580	4
84	2,730	730	19,144	3,560	64,893	4,374	86,767	5
170	1,994	994	21,866	6,605	79,129	7,769	1,02,989	6
...	2	84	1,436	904	7,283	988	8,721	7
400	7,576	1,049	31,166	8,107	1,23,486	9,556	1,62,228	8
118	2,646	309	5,811	904	8,321	1,331	16,778	9
465	3,394	630	14,712	8,944	66,665	10,039	84,771	10
3	9	164	3,783	15	218	182	3,960	11
96	1,394	115	1,808	1,525	16,763	1,736	19,965	12
...	...	55	770	...	1	55	771	13
...	...	25	164	41	252	66	416	14
15	280	306	5,268	1,936	37,119	2,257	42,667	2
...	...	458	11,353	436	6,748	894	18,101	15
...	...	...	...	107	1,423	107	1,423	17
2	10	30	159	10	55	42	224	18
...	...	19	124	6	30	25	154	19
72	691	46	725	906	8,621	1,024	10,037	20
...	...	18	84	100	443	118	527	21
...	...	51	367	...	...	51	367	22
1	8	14	213	129	1,141	144	1,362	7
12	145	82	491	729	6,129	823	6,765	25
1	9	...	6	15	120	16	135	26
...	1	6	41	87	423	93	465	34
...	1	1	4	17	76	18	81	50
...	...	126	2,331	75	1,037	201	3,368	52
1	5	21	99	88	247	110	351	
1,565	23,839	7,151	1,80,378	43,962	5,78,848	52,678	7,83,065	
1,435	21,521	6,758	1,66,516	37,998	5,20,450	46,191	7,08,487	
130	2,318	393	13,862	5,964	58,398	6,487	74,578	
...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	VI					
			Dyes					
			(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
37	38	39	40	41	42	43	44	45
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*) & (*g*) to (*i*).	Bengal-Nagpur	48	484	919	11,511	148	4,736
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	140	3,561	324	2,972	49	1,364
3	(*a*) to (*e*)	Eastern Bengal	...	...	453	4,336	73	794
4	...	East Indian	39	1,170	1,272	18,277	1,453	49,043
5	(*a*) to (*j*)	Great Indian Peninsula ...	209	4,720	1,503	34,060	1,182	21,841
6	...	Madras and Southern Mahratta	53	896	371	3,789	654	8,470
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	14	147	96	700	13	112
8	(*a*) to (*s*)	North Western ...	25	286	254	5,732	834	12,251
9	...	Oudh and Rohilkhand ...	5	48	542	3,677	78	1,255
10	(*a*) to (*l*)	South Indian	65	820	318	2,933	316	2,031
		3′ 3¾″ gauge.						
11	(*a*) & (*b*)	Assam-Bengal	...	...	27	124	...	...
12	...	Bengal and North-Western ...	20	233	1,716	16,733	554	4,582
13	...	Bengal Dooars	...	...	...	...	...	...
14	...	Bhavnagar State ...	2	8	3	10	...	1
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	33	430	274	3,753	147	2,319
15	...	Burma	...	2	2,805	35,984	1	27
17	...	Dibru-Sadiya	...	...	...	...	...	...
18	...	Gondal-Porbandar State ...	...	...	3	14	...	1
19	...	Jamnagar	...	2	...	...	...	...
20	...	Jodhpur-Bikaner ...	3	30	25	205	56	459
21	...	Junagad State	...	...	6	26	...	...
22	...	Morvi	...	1	6	23	...	...
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	1	6	55	572	144	1,552
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	3	11	966	7,940	2	5
26	...	Udaipur-Chitorgarh ...	...	1	1	3	2	28
		2′ 6″ and 2′ 0″ gauges.						
34	...	Barsi Light (2′ 6″) ...	...	...	60	239	...	1
50	...	Shahdara (Delhi)-Saharanpur Light (2′ 6″).	...	...	1	5	1	4
52	...	Darjeeling-Himalayan (2′ 0″)	...	...	16	110	...	3
		Other 2′ 6″ and 2′ 0″ gauges	...	...	68	168	...	...
		Total 1916-17 ...	660	12,856	12,084	1,53,896	5,707	1,10,879
		Total 1915-16 ...	2,458	51,222	11,737	1,52,282	4,267	70,739
		Increase ...	...	...	347	1,614	1,440	40,140
		Decrease ...	1,798	38,366	...	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

VI								NUMBER.
AND TANS.								
(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
46	47	48	49	50	51	52	53	54
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
39,525	4,06,076	5,934	29,926	9,852	86,704	1,253	14,111	1
351	3,239	6,951	61,115	2,986	44,784	2,980	58,276	2
...	...	...	...	4,772	29,361	438	5,398	3
11,844	60,579	11,254	26,008	5,085	66,094	5,839	44,971	4
18,744	1,38,558	21,240	1,00,401	15,222	2,05,773	3,319	37,090	5
13,367	76,239	58,062	3,66,648	22,602	1,51,106	1,158	13,556	6
526	3,829	8,541	39,334	1,644	14,070	4,704	20,524	7
434	5,505	6,718	19,777	5,015	52,858	7,875	65,424	8
438	2,962	4,003	8,341	2,683	26,534	929	7,028	9
2,998	15,758	10,249	43,324	5,655	42,670	1,426	16,514	10
...	...	96	372	166	1,250	...	...	11
229	1,699	1,892	2,671	6,275	55,141	799	7,634	12
...	...	...	...	42	222	118	1,341	13
41	149	698	2,744	97	423	106	466	14
432	5,230	8,266	38,373	2,434	20,562	3,880	28,177	2
171	1,828	1,147	9,730	1,802	15,635	456	4,685	15
...	...	...	...	...	...	...	...	17
71	165	277	1,191	168	440	388	1,319	18
21	83	...	...	26	53	7	29	19
29	136	3,269	16,997	391	1,884	2,804	10,949	20
12	38	64	241	171	635	89	315	21
19	74	9	29	15	69	192	655	22
99	673	2,319	7,154	520	4,202	1,779	4,953	7
49	148	1,192	2,443	1,259	7,689	154	926	25
11	42	199	1,060	67	307	49	301	26
7	37	502	1,925	486	1,365	131	503	34
4	16	28	146	25	106	5	19	50
...	...	...	...	14	238	39	573	52
394	592	1,728	3,276	355	518	104	293	
89,816	7,23,655	154,638	7,83,226	89,829	8,30,693	41,021	3,46,030	
91,542	7,18,601	133,047	6,40,013	89,759	8,05,683	38,066	3,12,573	
...	5,054	21,591	1,43,213	70	25,010	2,955	33,457	
1,726	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway system.	VI—*concld.*		VII			
			Dyes and tans—*concld.*		Fodder.			
			Total.		(1) Oil-cake.		(2) Hay, straw and grass.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
55	56	57	58	59	60	61	62	63
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), & (*g*) to (*i*).	Bengal-Nagpur	57,679	5,53,548	12,291	55,632	18,602	60,548
2	(*a*) to (*e*) & (*m*) to (*r*).	Bombay, Baroda and Central India.	13,781	1,75,311	11,410	73,005	130,917	10,19,953
3	(*a*) to (*e*)	Eastern Bengal	5,736	39,889	23,670	75,125	30,531	86,447
4	...	East Indian	36,786	2,66,142	72,678	3,89,953	44,026	2,46,268
5	(*a*) to (*j*)	Great Indian Peninsula ...	61,419	5,42,443	18,286	1,17,815	112,066	13,99,053
6	...	Madras and Southern Mahratta	96,267	6,20,704	16,869	86,190	18,924	1,98,463
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	15,538	78,716	4,938	31,499	13,580	88,965
8	(*a*) to (*s*)	North Western ...	21,155	1,61,833	44,141	1,26,431	212,817	21,99,751
9	...	Oudh and Rohilkhand ...	8,678	49,845	14,530	69,231	37,528	1,37,359
10	(*a*) to (*l*)	South Indian	21,027	1,24,050	40,032	2,46,829	1,851	8,008
		3′ 3½″ gauge.						
11	(*a*) & (*b*)	Assam-Bengal	289	1,746	4,106	19,174	82	337
12	...	Bengal and North-Western ...	11,485	88,693	13,695	38,937	8,031	46,809
13	...	Bengal Dooars	160	1,563	2,082	16,098	388	478
14	...	Bhavnagar State ...	947	3,801	2,542	7,685	9,935	28,799
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	15,466	98,844	6,233	29,388	57,753	4,62,062
15	...	Burma	6,382	67,891	3,083	16,583	2,022	9,088
17	...	Dibru-Sadiya	...	...	...	...	...	...
18	...	Gondal-Porbandar State ...	907	3,130	1,270	3,132	8,438	15,866
19	...	Jamnagar	54	167	7	22	527	1,454
20	...	Jodhpur-Bikaner ...	6,577	30,660	473	1,867	48,614	1,85,753
21	...	Junagad State	342	1,255	115	316	4,725	8,613
22	...	Morvi	241	851	16	44	2,824	7,342
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	4,917	19,112	1,538	7,725	4,423	6,760
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	3,625	19,162	1,105	3,564	4,045	10,958
26	...	Udaipur-Chitorgarh ...	329	1,742	25	253	1,539	6,089
		2′ 6″ and 2′ 0″ gauges.						
34	...	Barsi Light (2′ 6″) ...	1,186	4,070	78	287	210	1,332
50	...	Shahdara (Delhi)-Saharanpur Light (2′ 6″).	64	296	3,851	7,634	15	61
52	...	Darjeeling-Himalayan (2′ 0″)	69	224	980	2,373	7	86
		Other 2′ 6″ and 2′ 0″ gauges	2,649	4,847	4,101	7,152	532	3,016
		Total 1916-17 ...	393,755	29,61,235	303,445	14,33,944	774,952	62,39,718
		Total 1915-16 ...	370,876	27,51,113	292,382	13,60,948	816,574	61,12,378
		Increase ...	22,879	2,10,122	11,063	72,996	...	1,27,340
		Decrease ...	...	...	...	...	41,622	...

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

	VIII.		IX				Number.
			Grain and pulse.				
(3) Bran.	Total.		Fruits and vegetables, fresh.		(1) Gram and pulse.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
64	65	66	67	68	69	70	71	72
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
8,435	65,422	39,328	1,81,602	17,925	1,54,333	1,25,770	10,95,764	1
14,662	1,31,322	156,989	12,24,280	35,631	2,09,789	106,082	7,59,013	2
2,287	5,686	56,488	1,67,258	42,906	2,11,736	102,866	3,51,399	3
9,579	37,284	126,283	6,73,505	26,446	2,26,013	266,733	18,25,646	4
30,796	2,42,394	161,148	17,59,262	60,883	4,85,401	334,894	35,25,081	5
11,627	65,548	47,420	3,50,201	84,110	5,39,329	231,628	15,07,088	6
3,277	24,439	21,795	1,44,903	2,710	18,569	20,151	1,17,305	7
41,945	1,82,185	298,903	25,08,367	70,828	5,85,368	411,332	31,19,411	8
...	...	52,058	2,06,590	25,356	1,09,221	153,157	8,02,630	9
4,464	21,653	46,347	2,76,490	97,486	6,08,685	120.203	6,20,939	10
1,088	8,189	5,276	27,700	4,366	30,695	9,204	58,175	11
4,296	13,548	26,022	99,294	139,032	2,96,416	139,596	6,40,533	12
254	1,735	2,724	18,311	195	1,089	6,443	19,199	13
335	1,379	12,812	37,863	1,313	4,700	2,599	9,021	14
13,191	1,29,741	82,177	6,21,191	45,983	3,66,919	161,511	11,90,339	2
17,198	46,237	22,303	71,908	69,942	6,34,589	84,976	7,48,468	15
...	...	...	...	...	...	3,311	24,057	17
177	560	9,885	19,558	2,847	7,136	3,686	9,142	18
93	512	627	1,988	615	2,226	600	1,226	19
1,881	4,655	50,968	1,92,275	9,436	40,098	98,486	3,75,939	20
319	846	5,159	9,775	2,124	6,542	1,801	4,432	21
252	893	3,092	8,279	1,621	5,713	3,700	13,479	22
2,112	9,307	8,073	23,792	345	2,134	13,769	1,05,782	7
947	3,078	6,097	17,600	5,103	33,209	34,724	1,11,316	25
31	143	1,595	6,485	283	1,667	1,427	5,676	26
5	26	293	1,615	79	250	8,309	42,484	34
2	4	3,868	7,699	689	3,391	6,368	14,247	50
133	2,090	420	4,549	1,579	7,340	2,328	19,012	52
143	301	4,776	10,469	3,817	6,616	12,086	20,172	
174,529	9,99,177	1,252,926	86,72,839	754,150	45,99,174	2,467,740	1,71,36,973	
182,731	10,75,698	1,291,687	85,49,024	670,273	39,83,066	2,341,522	1,59,90,169	
...	...	...	1,23,815	83,877	6,16,108	126,218	11,46,804	
8,202	76,521	38,761	...	...	...	...	..	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Grain					
			(2) Jawar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
73	74	75	76	77	78	79	80	81
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), & (*g*) to (*i*).	Bengal-Nagpur	2,746	11,170	99,119	4,81,354	287,206	21,93,294
2	(*a*) to (*e*) & (*m*) to (*r*).	Bombay, Baroda and Central India.	188,311	13,27,322	15,276	68,048	87,140	6,41,911
3	(*a*) to (*e*)	Eastern Bengal	...	...	218,530	8,81,592	218,786	7,47,523
4	...	East Indian	65,217	2,53,844	54,428	1,59,580	266,539	19,06,587
5	(*a*) to (*j*)	Great Indian Peninsula ...	350,300	26,50,697	3,949	20,111	198,274	13,57,687
6	...	Madras and Southern Mahratta	128,605	10,77,969	126,330	5,41,245	322,759	20,19,499
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	19,490	1,15,174	18,426	1,48,689	52,166	3,10,754
8	(*a*) to (*s*)	North Western	99,336	4,77,519	42,428	1,26,854	232,962	15,57,225
9	...	Oudh and Rohilkhand ...	31,855	1,38,497	6,130	21,619	47,791	2,15,966
10	(*a*) to (*l*)	South Indian	29,757	1,51,390	188,171	8,80,595	384,233	18,76,853
		3′ 3⅜″ gauge.						
11	(*a*) & (*b*)	Assam-Bengal	...	1	36,542	1,41,289	163,780	9,04,191
12	...	Bengal and North-Western ...	5,738	25,881	71,983	2,39,514	249,846	11,21,816
13	...	Bengal Dooars	...	...	7,237	24,155	13,534	41,991
14	...	Bhavnagar State ...	24,156	71,448	266	888	8,362	30,205
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	254,363	10,97,630	2,603	8,670	80,118	5,99,355
15	...	Burma	545	6,680	810,286	37,44,155	374,550	20,60,392
17	...	Dibru-Sadiya	...	...	...	...	28,245	1,42,621
18	...	Gondal-Porbandar State ...	15,806	36,428	220	508	5,322	14,605
19	...	Jamnagar	2,979	4,992	...	...	1,347	1,498
20	...	Jodhpur-Bikaner ...	85,503	3,75,488	5,873	14,140	38,706	1,70,423
21	...	Junagad State	3,646	9,808	116	271	4,166	13,155
22	...	Morvi	9,756	31,275	41	163	534	1,620
7	(*c*) & (*e*)	Nizam's Guaranteed State ...	8,526	56,759	1,728	5,511	36,671	2,31,277
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	18,860	50,443	11,423	37,592	16,823	43,674
26	...	Udaipur-Chitorgarh ...	4,351	12,399	...	...	840	3,353
		2′ 6″ and 2′ 0″ gauges.						
34	...	Barsi Light (2′ 6″) ...	13,509	41,221	457	1,400	2,540	9,043
50	...	Shahdara (Delhi)-Saharanpur Light (2′ 6″).	2,770	5,279	1,228	2,409	1,689	5,447
52	...	Darjeeling Himalayan (2′ 0″)	...	...	6,382	9,959	21,493	1,79,563
		Other 2′ 6″ & 2′ 0″ gauge lines	9,924	18,878	6,197	7,583	10,308	20,490
		Total 1916-17 ...	1,375,959	80,48,192	1,729,669	75,79,894	3,155,730	1,83,58,221
		Total 1915-16 ...	1,973,114	1,29,69,664	1,666,175	68,70,746	3,302,864	1,84,73,612
		Increase	...	...	63,494	7,09,148	...	...
		Decrease	597,155	49,21,472	...	...	147,134	1,15,391

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

IX—*concld.*								NUMBER.
AND PULSE—*concld.*								
(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
82	83	84	85	86	87	88	89	90
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
88,542	9,73,744	12,742	96,996	11,729	49,439	626,854	49,01,959	1
111,653	8,74,869	16,154	1,36,718	77,019	5,36,406	601,635	43,44,287	2
2,332	9,158	17,976	1,03,089	3,052	9,267	563,542	21,02,026	3
251,593	15,76,069	48,906	3,57,115	75,992	3,50,373	1,029,408	63,20,214	4
286,974	30,55,380	31,244	2,45,243	77,424	8,44,952	1,283,059	1,16,99,151	5
42,428	3,68,073	17,486	1,39,902	55,154	4,57,589	918,390	61,41,365	6
2,166	12,522	2,234	15,367	1,538	10,425	116,081	7,30,236	7
1,189,676	1,37,63,001	112,371	5,40,980	354,660	30,94,798	2,442,765	2,26,79,788	8
130,486	6,21,409	25,020	1,44,191	137,891	6,71,756	532,630	26,19,068	9
1,731	11,766	8,462	63,547	36,845	2,00,474	769,402	38,14,564	10
3	24	1,408	10,793	233	800	211,170	11,15,273	11
100,774	5,58,760	11,597	79,350	150,496	6,74,359	730,030	33,40,213	12
...	..	903	5,974	...	...	28,117	91,319	13
6,198	19,431	237	595	6,244	21,504	48,062	1,53,092	14
168,907	11,08,308	19,327	1,58,038	197,487	12,53,159	884,316	54,15,499	2
6,304	54,185	5,795	54,180	2,094	16,398	1,284,550	66,90,458	15
...	...	...	...	419	3,227	31,975	1,69,905	17
9,648	19,446	1,723	4,267	3,336	8,063	39,741	92,464	18
5,350	15,800	382	977	1,323	1,910	11,981	26,403	19
95,676	3,50,468	3,623	19,809	244,482	9,66,876	572,349	22,73,148	20
1,917	5,034	282	763	989	2,450	12,917	35,913	21
1,544	4,910	154	513	411	983	16,140	52,943	22
14,224	1,05,430	433	3,268	1,732	7,148	77,083	5,15,175	7
38,984	1,07,743	3,379	14,348	54,875	1,71,758	179,068	5,36,874	25
3,990	15,950	144	599	3,954	13,030	14,706	51,007	26
5,150	16,936	106	323	457	1,415	30,528	1,12,822	34
22,186	54,048	323	552	5,777	11,907	40,341	93,889	50
87	1,445	2,082	28,227	801	8,051	33,173	2,46,257	52
4,536	9,136	782	1,622	4,004	6,568	47,837	84,449	
2,593,059	2,37,13,045	345,275	22,27,346	1,510,418	93,95,090	13,177,850	8,64,58,761	
2,445,414	1,98,14,583	311,560	19,20,085	1,364,507	89,23,696	13,405,156	8,49,62,555	
147,645	38,98,462	33,715	3,07,261	145,911	4,71,394	...	14,96,206	
...	...	...	...	...	...	227,306	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	X.							
			Hides and skins.							
			(1) Hides of cattle.				(2) Skins of sheep, etc.			
			(a) Dressed or tanned.		(b) Raw.		(a) Dressed or tanned.		(b) Raw.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
91	92	93	94	95	96	97	98	99	100	101
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.								
1	(a) to (c), (e) & (g) to (i).	Bengal-Nagpur	...	...	18,963	2,37,155	...	...	4,394	30,768
2	(a) to (e) & (m) to (r).	Bombay, Baroda and Central India.	134	288	3,679	37,701	14	373	7,150	65,172
3	(a) to (e)	Eastern Bengal	...	...	28,623	1,75,665	...	...	3,114	15,838
4	...	East Indian	18	177	30,360	4,57,909	34	132	8,214	86,960
5	(a) to (j)	Great Indian Peninsula ...	66	839	16,827	3,22,742	557	7,670	25,092	3,36,205
6	...	Madras and Southern Mahratta	2,058	22,640	23,603	2,27,272	4,001	44,409	40,039	3,56,684
7	(a) & (b)	Nizam's Guaranteed State ...	1	9	1,472	11,423	2	23	3,504	32,895
8	(a) to (s)	North Western	33	314	28,625	3,58,717	53	812	29,030	2,97,986
9	...	Oudh and Rohilkhand ...	...	...	12,674	86,520	...	...	5,346	31,316
10	(a) to (l)	South Indian	2,324	28,247	4,774	34,968	1,748	27,786	10,572	75,617
		3′ 3⅜″ gauge.								
11	(a) & (b)	Assam-Bengal	...	...	2,090	16,607	...	...	21	245
12	...	Bengal and North-Western ...	...	...	10,708	96,045	...	...	2,576	17,995
13	...	Bengal Dooars	...	...	550	3,379	...	...	10	67
14	...	Bhavnagar State ...	...	2	64	336	...	...	190	1,101
2	(f) to (l)	Bombay, Baroda and Central India.	16	146	4,549	54,498	1	15	6,232	70,336
15	...	Burma	...	1	9,095	95,810	...	2	62	978
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...
18	...	Gondal-Porbandar State ...	96	318	23	73	21	64	567	2,109
19	...	Jamnagar	...	..	11	59	...	...	67	304
20	...	Jodhpur-Bikaner ...	44	436	2,830	23,106	...	6	2,028	14,625
21	...	Junagad State	...	...	74	268	...	...	175	705
22	...	Morvi	91	472	...	...	225	1,214	4	23
7	(c) to (e)	Nizam's Guaranteed State ...	...	...	964	8,777	...	...	1,361	11,833
25	(a) & (b)	Rohilkund and Kumaon ...	...	...	1,717	8,750	...	...	605	2,858
26	...	Udaipur-Chitorgarh ...	...	...	19	119	...	...	342	1,798
		2′ 6″ and 2′ 0″ gauges.								
34	...	Barsi Light (2′ 6″) ...	...	2	27	123	...	...	368	1,454
50	...	Shahdara (Delhi)-Saharanpur Light (2′ 6″).	21	75	209	1,236	2	8	37	64
52	...	Darjeeling Himalayan (2′ 0″)	...	...	647	4,021	...	...	111	413
		Other 2′ 6″ & 2′ 0″ gauge lines	29	68	228	619	26	91	778	1,209
		Total 1916-17 ...	4,931	54,034	203,405	22,63,889	6,684	82,605	151,989	14,57,558
		Total 1915-16 ...	4,090	41,759	160,133	18,28,638	5,368	66,901	120,140	11,51,358
		Increase ...	841	12,275	43,272	4,35,251	1,316	15,704	31,849	3,06,200
		Decrease ...	...	...	...	...	...	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

Total.		XI. Horns.		XII. Hemp (Indian) and other fibres excluding jute.		XIII. Jute. (1) Raw.		Number. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
102	103	104	105	106	107	108	109	110
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
23,357	2,67,923	512	4,301	19,616	1,53,359	28,109	1,11,206	1
10,977	1,03,534	114	1,825	3,811	49,429	152	1,466	2
31,737	1,91,503	31	174	26,276	32,501	1,073,219	70,40,323	3
38,626	5,45,178	449	5,257	57,199	3,97,192	1,02,319	2,21,747	4
42,542	6,67,456	1,033	13,978	18,280	2,53,913	966	12,417	5
69,701	6,51,005	713	6,407	4,808	31,253	5,475	31,836	6
4,979	44,350	247	2,079	1,307	8,748	10	53	7
57,741	6,57,829	469	1,845	2,125	17,205	43	508	8
18,020	1,17,836	670	3,081	20,383	1,04,343	417	187	9
19,418	1,66,618	132	872	8,731	49,272	92	1,032	10
2,111	16,852	11	128	81	270	61,188	2,03,257	11
13,284	1,14,040	109	831	12,344	82,095	7,227	41,151	12
560	3,446	...	...	...	...	14,448	42,589	13
254	1,439	5	14	...	...	...	...	14
10,798	1,24,995	112	656	3,715	11,552	352	2,877	2
9,157	96,791	5	52	...	1	34	586	15
...	...	...	...	...	...	...	...	17
707	2,564	2	10	2	3	9	37	18
78	354	...	...	...	...	1	2	19
4,902	38,173	15	71	58	314	183	728	20
249	973	...	...	...	...	...	...	21
320	1,709	4	14	1	5	...	...	22
2,325	20,610	32	358	999	5,406	...	1	7
2,322	11,608	86	392	7,064	17,925	59	354	25
361	1,917	2	16	4	19	...	...	26
395	1,579	11	38	22	125	...	...	34
269	1,383	3	7	207	728	1	3	50
758	4,434	...	...	...	...	11,054	23,106	52
1,061	1,987	16	23	162	435	519	846	
367,009	38,58,086	4,783	42,429	187,195	12,16,093	1,305,877	77,36,312	
289,731	30,88,656	3,628	29,791	141,058	9,00,362	1,450,933	82,65,511	
77,278	7,69,430	1,155	12,638	46,137	3,15,731	...	...	
...	...	...	...	...	...	1,45,056	5,29,199	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XIII—*concld.*				XIV.	
			Jute—*concld.*					
			(2) Gunny bags and cloth.		Total.		Lac.	
Main-head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
111	112	113	114	115	116	117	118	119
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), & (*g*) to (*i*)	Bengal-Nagpur	77,422	9,22,802	105,531	10,34,008	18,014	1,83,676
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	19,263	1,55,598	19,415	1,57,064	554	5,213
3	(*a*) to (*e*)	Eastern Bengal ...	42,752	1,16,068	1,115,971	71,56,391	1,689	13,813
4	...	East Indian	101,924	13,48,483	204,243	15,70,230	23,737	3,52,395
5	(*a*) to (*j*)	Great Indian Peninsula ...	76,308	8,17,424	77,274	8,29,841	1,686	17,214
6	...	Madras and Southern Mahratta	38,571	3,45,925	44,046	3,77,761	149	2,273
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	4,182	36,635	4,192	36,688	23	240
8	(*a*) to ( )	North Western ...	73,437	5,16,108	73,480	5,16,616	1,726	25,983
9	...	Oudh and Rohilkhand ...	14,414	84,999	14,831	85,186	665	5,338
10	(*a*) to (*l*)	South Indian	22,652	1,64,774	22,744	1,65,806	393	3,015
		3′ 3½″ gauge.						
11	(*a*) & (*b*)	Assam-Bengal	1,684	11,472	62,872	2,14,729	714	3,054
12	...	Bengal and North-Western ...	19,927	1,21,987	27,154	1,63,138	1,062	7,205
13	...	Bengal Dooars	459	2,134	14,907	44,723	...	...
14	...	Bhavnagar State ...	1,608	5,729	1,608	5,729	13	45
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	27,799	1,69,628	28,151	1,72,505	697	7,251
15	...	Burma	20,580	87,609	20,614	88,195	1,083	17,038
17	...	Dibru-Sadiya	...	...	...	...	...	...
18	...	Gondal-Porbandar State ...	1,500	4,221	1,509	4,258	7	30
19	...	Jamnagar	133	460	134	462	...	5
20	...	Jodhpur-Bikaner ...	28,645	97,875	28,828	98,603	593	1,789
21	...	Junagad State ...	494	1,524	494	1,524	...	3
22	...	Morvi	384	1,403	384	1,403	9	34
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	3,136	25,814	3,136	25,815	25	201
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	3,772	13,759	3,831	14,113	106	494
26	...	Udaipur-Chitorgarh ...	265	1,116	265	1,116	15	77
		2′ 6″ and 2′ 0″ gauges.						
34	...	Barsi Light (2′ 6″) ...	1,777	6,946	1,777	6,946	...	3
50	...	Shahdara (Delhi)-Saharanpur Light (2′ 6″).	927	3,059	928	3,062	2	7
52	...	Darjeeling Himalayan (2′ 0″)	686	3,702	11,740	26,808	4	75
		Other 2′ 6″ + 2′ 6″ gauge lines.	877	1,886	1,396	2,732	38	69
		Total 1916-17 ...	585,578	50,69,140	1,891,455	1,28,05,452	52,954	6,46,540
		Total 1915-16 ...	476,090	39,09,468	1,927,023	1,21,74,979	51,132	6,18,013
		Increase ...	109,488	11,59,672	... 35,568	6,30,473	1,822	28,527
		Decrease ...	...	...		...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

XV.						XVI				Number.
Leather.						Liquors.				
(1) Unwrought.		(2) Wrought, excepting boots and shoes.		Total.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
120	121	122	123	124	125	126	127	128	129	130
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,425	15,106	...	...	1,425	15,106	377	2,527	3,370	25,161	1
2,002	28,179	788	12,334	2,790	40,513	989	20,930	9,117	78,237	2
85	273	8	72	93	345	163	2,282	1,839	21,806	3
4,451	65,751	697	9,496	5,148	75,247	5,656	51,326	7,014	1,03,012	4
5,083	1,34,431	619	10,879	5,702	1,45,310	5,050	66,176	10,726	1,16,469	5
11,435	1,65,788	1,814	29,174	13,249	1,94,962	4,916	47,300	9,892	76,330	6
1,972	24,377	45	536	2,017	24,913	757	5,524	207	3,865	7
3,614	50,435	529	10,250	4,143	60,685	8,748	85,983	5,507	1,13,685	8
291	2,719	100	1,078	391	3,797	1,779	21,129	3,067	32,152	9
503	4,065	257	2,627	760	6,692	2,750	29,129	6,498	57,831	10
3	44	5	82	8	126	150	2,019	996	8,283	11
160	720	90	582	250	1,302	33	211	1,867	16,802	12
...	...	...	...	...	...	16	233	518	4,527	13
382	1,840	3	16	385	1,856	1	7	54	233	14
1,180	12,132	240	2,660	1,420	14,792	816	7,127	2,524	28,823	2
286	3,696	35	559	321	4,255	1,366	11,977	656	13,985	15
...	...	...	...	...	...	...	...	...	...	17
334	1,347	78	319	412	1,666	...	...	7	24	18
3	14	...	3	3	17	...	...	3	13	19
629	5,948	104	1,116	733	7,064	84	690	514	4,105	20
19	63	14	73	33	136	...	...	6	30	21
76	300	20	98	96	398	1	3	41	274	22
49	354	63	936	112	1,290	3	25	16	173	7
6	35	20	130	26	165	22	102	557	3,522	25
12	69	3	15	15	84	1	5	6	59	26
3	13	47	255	50	268	...	...	2	16	34
40	139	1	3	41	142	...	...	10	32	50
...	23	4	107	4	130	299	2,434	216	5,624	52
66	146	2	4	68	150	5	14	293	439	
34,109	5,18,007	5,586	83,404	39,695	6,01,411	33,982	3,57,150	65,523	7,15,512	
29,230	4,25,913	5,010	87,858	34,240	5,13,801	24,830	2,71,462	60,294	6,75,098	
4,879	92,094	576	...	5,455	87,610	9,152	85,691	4,529	40,414	
...	...	...	4,484	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over ...

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XVI—*concld.*					
			Liquors—*concld.*					
			(3) All other sorts including toddy and fermented liquor other than ale and beer.		Total.		(1) Brass, unwrought.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
131	132	133	134	135	136	137	138	139
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*) & (*g*) to (*i*).	Bengal-Nagpur	...	...	3,747	27,688	945	10,146
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	28	478	10,134	99,645	711	11,166
3	(*a*) to (*e*)	Eastern Bengal	...	...	2,002	24,088	412	3,857
4	...	East Indian	62	260	12,732	1,54,598	5,197	81,283
5	(*a*) to (*j*)	Great Indian Peninsula ...	44	252	15,820	1,82,897	1,698	22,001
6	...	Madras and Southern Mahratta	10,889	61,336	25,697	1,84,966	835	8,622
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	5,806	35,955	6,270	45,344	93	1,015
8	(*a*) to (*s*)	North Western	255	1,552	14,510	2,01,220	576	5,933
9	...	Oudh and Rohilkhand ...	341	1,691	5,187	54,972	1,276	7,747
10	(*a*) to (*l*)	South Indian	2,230	13,034	11,478	96,994	926	9,174
		3′ 3½″ gauge.						
11	(*a*) & (*b*)	Assam-Bengal	...	...	1,146	10,302	17	189
12	...	Bengal and North-Western ...	...	...	1,900	17,013	1,115	9,579
13	...	Bengal Dooars	...	...	534	4,760	63	521
14	...	Bhavnagar State ...	...	...	55	240	96	337
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	11	89	3,351	36,039	837	7,364
15	...	Burma	457	1,650	2,479	27,612	101	467
17	...	Dibru-Sadiya	456	3,544	456	3,544	...	...
18	...	Gondal-Porbandar State ...	106	385	113	409	84	269
19	...	Jamnagar	65	385	68	398	...	3
20	...	Jodhpur-Bikaner ...	...	...	598	4,795	17	96
21	...	Junagad State	45	135	51	165	21	72
22	...	Morvi	...	...	42	277	15	68
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	1,481	12,271	1,500	12,469	6	45
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	...	579	3,624	52	219
26	...	Udaipur-Chitorgarh ...	...	...	7	64	2	6
		2′ 6″ & 2′ 0″ gauges.						
34	...	Barsi Light (2′ 6″) ...	220	930	222	946	7	17
50	...	Shahdara (Delhi)-Saharanpur Light (2′ 6″).	14	67	24	99	54	205
52	...	Darjeeling Himalayan (2′ 0″)	...	...	515	8,058	38	217
	...	Other 2′ 6″&2′ 0″ gauge lines.	139	384	437	837	4	13
		Total 1916-17 ...	22,149	1,31,398	121,654	12,04,063	15,198	1,80,631
		Total 1915-16 ...	19,985	1,11,768	105,809	10,58,328	15,889	1,64,444
		Increase ...	2,164	19,630	15,845	1,45,735	...	16,187
		Decrease ...	...	...	...	...	691	...

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

XVII								Number.
METALS.								
(2) Brass, manufactures.		(3) Copper, unwrought.		(4) Copper, manufactures.		(5) Iron and Steel. Unwrought (dust, slag, pig and old for re-manufacture).		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
140	141	142	143	144	145	146	147	148
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
956	13,135	425	6,345	324	7,090	115,325	2,69,416	1
417	7,064	556	9,855	312	6,198	2,534	25,395	2
2,049	18,535	3,058	2,747	854	9,157	199	259	3
4,343	55,261	577	6,479	676	14,838	86,731	3,35,504	4
1,485	25,957	1,019	13,339	785	15,296	11,181	97,219	5
816	11,189	450	5,785	579	7,643	10,043	75,283	6
106	1,233	48	377	40	436	374	2,760	7
788	11,850	377	6,374	423	6,142	9,767	65,352	8
1,565	14,069	109	1,366	162	1,839	4,564	16,835	9
1,614	16,182	163	1,747	159	1,926	8,444	82,065	10
289	2,879	7	73	74	716	51	346	11
1,157	12,392	58	588	159	1,557	2,113	12,276	12
...	...	2	15	...	...	...	..	13
136	627	123	371	68	281	7	27	14
1,123	11,911	260	3,547	337	4,596	3,263	23,196	2
225	4,649	2	24	119	4,297	326	1,382	15
...	...	...	...	...	...	...	...	17
74	331	35	97	90	281	17	55	18
11	41	7	32	4	16	...	...	19
94	858	23	120	36	239	699	3,217	20
17	77	23	73	18	80	...	...	21
36	151	9	29	13	69	31	78	22
103	1,100	...	3	12	160	33	457	7
538	3,001	4	23	28	189	568	2,192	25
5	31	2	13	1	10	76	373	26
48	228	1	4	25	102	7	17	34
98	352	2	6	1	7	183	559	50
98	917	9	78	28	241	16	187	52
48	135	1	2	16	252	261	497	
18,245	2,14,155	7,350	59,512	5,343	83,658	256,813	9,64,947	
20,942	2,22,393	8,918	82,525	5,915	67,420	181,147	6,35,326	
...	...	...	...	...	16,238	75,666	3,29,621	
2,697	8,238	1,568	23,013	572	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	(5) Iron and Steel—*concld.* Wrought.					
			(*a*) Bars, sheets, girders and other commercial forms of iron and steel.		(*b*) Machinery and millwork.		(*c*) Other manufactures including hardware and cutlery.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
149	150	151	152	153	154	155	156	157
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*) & (*g*) *to* (*i*)	Bengal-Nagpur	82,475	6,50,874	4,071	55,457	13,288	1,82,782
2	(*a*) to (*e*) & (*m*)to (*r*)	Bombay, Baroda and Central India.	18,874	2,34,514	9,268	1,19,410	8,037	1,07,370
3	(*a*) to (*e*)	Eastern Bengal ...	30,617	92,133	5,153	36,760	17,562	1,40,855
4	...	East Indian	63,956	6,01,775	11,223	1,27,905	37,293	4,53,371
5	(*a*) to (*j*)	Great Indian Peninsula ...	64,938	7,36,160	12,245	1,75,153	20,983	3,23,262
6	...	Madras and Southern Mahratta	26,974	2,46,502	7,615	82,904	21,566	2,26,836
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	2,057	18,001	656	7,787	2,156	21,510
8	(*a*) to (*s*)	North Western ...	26,122	3,33,393	5,167	69,703	17,523	2,71,040
9	...	Oudh and Rohilkhand ...	6,991	37,443	1,815	13,588	7,358	58,466
10	(*a*) to (*l*)	South Indian	15,160	1,12,204	4,685	46,967	12,064	1,15,040
		3′ 3⅜″ gauge.						
11	(*a*) & (*b*)	Assam-Bengal	2,933	20,057	1,567	16,871	5,506	34,575
12	...	Bengal and North-Western ...	4,880	24,093	1,868	13,446	5,603	36,704
13	...	Bengal Dooars	767	10,504	776	15,961	...	...
14	...	Bhavnagar State ...	1,098	3,872	1,266	5,454	1,273	3,110
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	13,024	1,05,322	4,793	37,143	7,165	56,235
15	...	Burma	4,174	41,813	3,800	40,854	5,174	56,823
17	...	Dibru-Sadiya	...	...	...	...	4,720	35,442
18	...	Gondal-Porbandar State ...	405	1,161	855	3,537	1,094	3,692
19	...	Jamnagar	138	406	73	150	138	545
20	...	Jodhpur-Bikaner ...	3,890	17,340	947	5,451	3,961	23,027
21	...	Junagad State	557	1,477	375	1,089	349	1,054
22	...	Morvi	246	825	272	1,008	294	1,242
7	(*c*) *to* (*e*)	Nizam's Guaranteed State ...	1,141	10,929	830	7,753	1,161	11,062
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	1,335	7,662	393	2,229	1,748	8,786
26	...	Udaipur-Chitorgarh ...	100	494	26	63	119	433
		2′ 6″ and 2′ 0″ gauges.						
34	...	Barsi Light (2′ 6″) ...	642	2,721	183	970	174	839
50	...	Shahdara (Delhi)-Saharanpur Light (2′ 6″.)	195	587	167	604	197	716
52	...	Darjeeling Himalayan (2′ 0″)	145	1,928	261	4,325	990	13,907
		Other 2′ 6″ & 2′ 0″ gauge lines.	454	954	65	136	808	1,029
		Total 1916-17 ...	374,288	33,15,144	80,965	8,92,678	197,834	21,89,753
		Total 1915-16 ...	437,093	40,47,299	76,198	7,63,291	196,071	20,99,623
		Increase ...	...	...	4,767	1,29,387	1,763	90,130
		Decrease ...	62,805	7,32,155	...	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

XVII—*concld.*						XVIII—		Number.
METALS—*concld.*						Mineral substances		
(6) Metallic ores.		(7) Others.		Total.		(1) Marble and stone.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
158	159	160	161	162	163	164	165	166
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,003,319	33,75,583	4,839	63,764	1,226,567	46,34,592	53,540	1,07,064	1
40,316	1,71,858	4,061	58,140	85,116	7,50,970	140,923	3,11,442	2
...	...	29,264	66,924	89,168	3,71,227	72,489	62,325	3
576	6,540	8,118	1,14,357	218,690	17,97,313	363,763	7,79,790	4
337,728	25,01,668	4,555	69,085	456,617	39,79,140	222,403	7,82,501	5
24,576	1,65,574	5,207	58,995	98,661	8,89,333	87,222	3,01,675	6
...	2	534	4,448	6,064	57,569	70,281	1,38,900	7
52	1,445	3,756	55,355	64,551	8,26,587	368,726	3,70,659	8
1	7	2,559	18,726	26,400	1,70,086	60,416	95,457	9
54	342	4,652	45,437	47,921	3,81,084	177,246	1,95,293	10
...	...	1,613	14,601	12,057	90,307	4,372	9,446	11
3	17	4,404	31,252	21,360	1,41,904	14,504	54,328	12
...	...	3,221	42,666	4,829	69,667	...	...	13
1	2	181	698	4,249	14,779	23,661	29,192	14
9	46	2,785	26,718	33,602	2,76,078	112,522	2,63,773	2
27,723	1,40,801	14,105	2,20,761	55,749	5,11,871	199,446	2,34,116	15
...	...	2,384	24,382	7,104	59,824	3,473	5,629	17
17	168	179	632	2,850	10,223	107,322	82,898	18
...	...	27	109	398	1,302	3,013	5,485	19
11	121	820	5,043	10,498	55,512	41,676	1,01,587	20
...	...	23	95	1,383	4,017	49,810	26,510	21
...	1	91	478	1,007	3,949	15,097	11,339	22
...	...	136	1,178	3,422	32,687	4,640	18,613	7
...	...	594	3,224	5,260	27,525	8,973	12,037	25
...	...	27	176	358	1,599	1,043	2,105	26
...	...	85	315	1,122	5,213	859	2,590	34
...	...	86	144	983	3,180	1,035	2,621	50
23	379	105	1,629	1,713	23,808	38	512	52
37,746	39,292	1,032	5,140	39,935	47,450	43,977	65,985	
1,472,155	64,03,846	99,443	9,34,472	2,527,634	1,52,38,796	2,252,565	40,73,867	
1,401,547	49,88,679	97,448	8,93,320	2,441,168	1,39,64,320	2,591,906	44,03,299	
70,608	14,15,167	1,995	41,152	86,466	12,74,476	...	...	
...	...	...	...	...	...	399,341	3,29,432	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XVIII—*concld.*					
			Mineral substances—*concld.*					
			(2) Chalk and lime.		(3) Others.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
167	168	169	170	171	172	173	174	175
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), & (*g*) to (*i*)	Bengal-Nagpur	223,533	4,14,935	2,241	19,349	279,314	5,41,348
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	14,783	36,809	13	238	155,724	3,48,439
3	(*a*) to (*e*)	Eastern Bengal	55,242	1,12,081	...	...	127,731	1,74,406
4	...	East Indian	196,717	8,00,772	5,813	79,424	566,293	16,59,986
5	(*a*) to (*j*)	Great Indian Peninsula ...	58,424	1,21,822	1,181	8,440	282,008	9,12,763
6	...	Madras and Southern Mahratta	49,738	85,814	14,173	49,854	151,133	4,37,343
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	696	3,498	5	22	70,982	1,42,420
8	(*a*) to (*s*)	North Western	57,776	1,52,424	43	378	426,545	5,23,461
9	..	Oudh and Rohilkhand ...	102,261	1,04,770	25,812	11,871	188,489	2,12,098
10	(*a*) to (*l*)	South Indian	28,479	92,145	10,257	21,091	215,982	3,08,529
		3′ 3⅜″ gauge.						
11	(*a*) & (*b*)	Assam-Bengal	10,421	33,253	...	13	14,793	42,712
12	...	Bengal and North-Western ...	49,996	99,403	31	334	64,621	1,54,060
13	...	Bengal Dooars	3,614	30,906	4,818	5,466	8,432	36,372
14	...	Bhavnagar State ...	4,221	6,558	...	...	27,882	35,750
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	12,297	35,483	28	349	124,847	2,99,605
15	...	Burma	27,209	99,503	1	19	226,656	3,33,638
17	...	Dibru-Sadiya	12,977	24,295	11	131	16,461	30,055
18	...	Gondal-Porbandar State ...	11,762	27,999	...	...	119,084	1,10,897
19	...	Jamnagar	238	507	...	...	3,251	5,992
20	...	Jodhpur-Bikaner ...	19,483	28,946	2	8	61,161	1,30,541
21	...	Junagad State	4,059	3,008	5,884	6,408	59,753	35,926
22	...	Morvi	79	202	1	4	15,177	11,545
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	441	2,123	1	28	5,082	20,764
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	7,163	10,670	...	...	16,136	22,707
26	...	Udaipur-Chitorgarh ...	55	214	...	..	1,098	2,319
		2′ 6″ and 2′ 0″ gauges.						
34	...	Barsi Light (2′ 6″) ...	63	81	...	...	922	2,671
50	...	Shahdara (Delhi)-Saharanpur Light (2′ 6″).	968	1,986	...	...	2,008	4,607
52	...	Darjeeling Himalayan (2′ 0″)	1,823	15,885	...	...	1,861	16,397
...		Other 2′ 6″ & 2′ 0″ gauge lines.	122,437	1,87,473	40	46	1,66,454	2,53,504
		Total 1916-17 ...	1,076,955	25,33,565	70,355	2,03,473	3,399,875	68,10,905
		Total 1915-16 ...	968,270	23,35,418	127,807	2,48,632	3,687,983	69,87,349
		Increase ...	108,685	1,98,147	...	...	...	...
		Decrease ...	...	...	57,452	45,159	288,108	1,76,444

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

XIX								Number
Oils.								
(1) Kerosene.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
176	177	178	179	180	181	182	183	184
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
48,120	6,25,445	1,975	16,101	7,862	59,642	3,477	26,839	1
36,393	4,50,152	4,948	43,908	1,456	24,957	198	1,922	2
242,164	6,33,801	130	993	1,619	14,747	19,536	85,858	3
131,880	14,67,421	2,457	17,945	1,625	12,675	14,283	1,52,868	4
106,246	12,76,664	2,377	17,564	4,224	53,736	409	3,048	5
107,443	9,52,573	5,376	42,397	14,861	1,45,390	1	7	6
8,015	72,478	2,084	12,191	154	1,314	2	5	7
51,815	11,17,142	1,263	10,141	3,134	51,292	5,408	26,895	8
30,332	1,92,823	1,463	10,130	167	812	2,189	12,032	9
65,857	5,92,860	4,316	28,063	16,261	1,25,897	143	730	10
47,911	1,84,206	42	315	92	717	2,408	12,943	11
46,327	2,32,192	1,196	5,714	201	1,284	5,637	39,749	12
3,638	15,119	5	75	25	215	1,370	5,280	13
2,391	7,634	178	398	55	147	185	323	14
14,910	78,109	1,192	6,725	332	2,713	1,016	7,030	2
25,259	2,47,474	1,164	13,613	982	8,857	111	831	15
...	...	...	...	...	...	...	...	17
3,082	8,074	66	218	47	128	2	4	18
759	812	5	10	...	4	...	...	19
6,564	51,233	261	1,665	166	883	56	239	20
2,140	7,515	30	73	47	190	...	...	21
919	3,481	58	157	34	98	8	21	22
4,321	40,147	1,068	8,052	214	1,743	...	4	7
3,733	13,046	93	400	16	96	512	2,776	25
349	1,761	16	56	6	29	...	...	26
2,057	7,975	23	79	256	903	...	...	34
461	1,786	1	2	6	31	25	83	50
1,673	14,216	1	48	11	121	1,166	11,073	52
1,868	3,919	197	473	150	346	321	604	
996,627	83,00,058	31,955	2,37,506	54,003	5,08,967	58,463	3,90,564	
978,168	75,86,690	28,076	2,27,474	43,101	4,14,643	52,148	3,41,418	
18,459	7,13,368	3,879	10,032	10,902	94,324	6,315	49,146	
...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway system.	XIX—*concld.* Oils—*concld.* (5) Others.		Total.		(1) Castor.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
185	186	187	188	189	190	191	192	193
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*) & (*g*) to (*i*).	Bengal-Nagpur	11,867	1,05,753	72,801	8,33,780	6,966	58,096
2	(*a*) to (*e*) & (*m*) to (*r*).	Bombay, Baroda and Central India.	10,798	1,15,893	53,793	6,36,232	8,733	54,023
3	(*a*) to (*e*)	Eastern Bengal ...	3,194	11,920	266,643	7,47,319	71	520
4	...	East Indian	8,989	1,18,377	159,234	17,69,286	21,651	1,31,040
5	(*a*) to (*j*)	Great Indian Peninsula ...	24,611	3,13,114	137,867	16,64,126	59,383	4,04,443
6	...	Madras and Southern Mahratta	33,822	3,32,579	161,503	14,72,946	38,906	1,96,886
7	(*a*) & (*b*)	Nizam's Guaranteed State ..	1,333	11,548	11,588	97,536	73,069	4,16,859
8	(*a*) to (*s*)	North Western ...	12,323	1,37,246	73,943	13,42,716	242	1,889
9	...	Oudh and Rohilkhand ...	2,787	28,713	36,938	2,44,510	2,055	7,888
10	(*a*) to (*l*)	South Indian	38,776	2,61,864	125,353	10,09,414	9,784	46,874
		3′ 3¾″ gauge.						
11	(*a*) & (*b*)	Assam-Bengal	461	3,644	50,914	2,01,825	24	112
12	...	Bengal and North-Western ...	721	5,759	54,082	2,84,698	7,847	23,140
13	...	Bengal Dooars	133	1,880	5,171	22,519	...	...
14	...	Bhavnagar State ...	1,103	3,939	3,912	12,441	599	1,730
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	3,930	22,458	21,380	1,17,035	9,585	33,885
15	...	Burma	14,650	1,11,778	42,166	3,82,553	30	386
17	...	Dibru-Sadiya	17,564	62,767	17,564	62,767	...	...
18	...	Gondal-Porbandar State ...	1,041	2,594	4,238	11,018	887	2,026
19	...	Jamnagar	123	348	887	1,174	452	679
20	...	Jodhpur-Bikaner ...	2,571	12,860	9,618	66,880	9	40
21	...	Junagad State	499	1,501	2,716	9,279	728	2,228
22	...	Morvi	333	1,096	1,352	4,853	72	254
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	2,009	15,782	7,582	65,728	3,086	10,372
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	704	6,170	5,058	22,488	2,296	7,354
26	...	Udaipur-Chitorgarh ...	59	263	430	2,109	1	1
		2′ 6″ and 2′ 0″ gauges.						
34	...	Barsi Light (2′ 6″) ...	1,409	5,108	3,745	14,065	71	265
50	...	Shahdara (Delhi)-Saharanpur Light (2′ 6″).	42	172	535	2,074	...	...
52	...	Darjeeling Himalayan (2′ 0″)	106	1,231	2,957	26,689	...	...
		Other 2′ 6″ & 2″ 0′ gauge lines	550	1,481	3,086	6,823	1,258	1,345
		Total 1916-17 ...	196,008	16,97,788	1,337,056	1,11,34,883	227,205	14,02,335
		Total 1915-16 ...	167,678	14,28,569	1,269,171	99,98,794	286,184	16,42,673
		Increase ...	28,330	2,69,219	67,885	11,36,089	...	...
		Decrease ...	...	...	...	...	58,379	2,40,338

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

XX								Number.
Oil-seeds.								
(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
194	195	196	197	198	199	200	201	202
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
34,337	2,90,660	33,322	2,96,121	1,622	8,126	26,907	2,31,700	1
4,876	39,597	23,035	2,25,595	2,389	27,419	8,555	73,702	2
...	...	9,604	24,512	...	...	54,550	2,04,937	3
1,620	11,946	152,206	9,52,741	9,808	66,858	182,732	14,72,614	4
77,221	9,40,862	237,480	27,64,638	5,835	71,457	33,399	3,15,826	5
149,011	15,24,670	6,398	69,706	1,043	8,501	3,945	29,534	6
442	3,495	4,849	11,802	157	1,028	169	1,212	7
1,682	24,116	15,396	1,25,249	996	7,316	122,763	13,38,260	8
619	5,683	58,591	1,93,866	10,147	42,781	67,743	2,58,633	9
105,450	5,65,570	6	66	87	718	1,651	9,776	10
6	50	132	502	1	14	3,245	13,044	11
86	919	117,543	5,68,293	2,028	12,038	49,528	2,19,473	12
...	...	...	...	...	...	1,525	2,906	13
2,255	9,913	...	...	4	14	125	376	14
2,916	21,858	22,366	63,565	3,225	14,880	39,603	1,83,916	2
4,138	36,667	1	6	3	24	37	210	15
...	...	...	...	...	...	...	...	17
4,135	20,573	2	3	4	9	150	350	18
146	464	...	...	...	4	...	...	19
162	810	12,650	46,184	130	378	41,389	1,52,036	20
383	1,599	...	...	4	15	29	86	21
338	1,586	3	10	2	6	2	4	22
66	472	26,232	2,00,921	88	813	48	306	7
108	759	6,869	15,576	2,559	4,622	12,453	29,817	25
44	300	26	89	...	3	11	56	26
19,128	62,721	10,320	45,923	31	109	213	752	34
16	75	108	131	1	2	745	1,460	50
98	1,659	...	...	...	...	64	233	52
177	417	1,410	1,915		15	760	1,539	
403,460	35,67,441	738,549	56,07,414	40,171	2,67,150	652,341	45,42,778	
464,303	33,67,975	429,043	31,73,528	43,012	2,76,431	591,911	40,81,642	
...	1,99,466	309,506	24,33,886	...	...	60,430	4,61,186	
54,843	...	...	...	2,841	9,281	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XX—*concld.*						XXI.	
			Oil-seeds—*concld.*							
			(6) Til or jinjili.		(7) Others.		Total.		Opium.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
203	204	205	206	207	208	209	210	211	212	213
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), &(*g*) to (*i*).	Bengal-Nagpur	22,009	1,17,873	25,270	1,71,976	170,433	11,74,552	129	5,916
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	35,212	3,03,199	72,5.7	4,48,932	155,367	11,72,467	60	1,126
3	(*a*) to (*e*)	Eastern Bengal ...	399	2,915	2,195	10,820	66,819	2,43,704	32	858
4	...	East Indian	12,680	88,452	55,575	3,25,986	432,272	30,49,637	2,158	51,054
5	(*a*) to (*j*)	Great Indian Peninsula ...	62,140	6,63,099	122,464	11,38,689	597,922	62,99,014	543	35,222
6	...	Madras and Southern Mahratta	55,836	4,11,819	7.,693	6,88,993	330,832	29,30,109	39	1,484
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	21,966	1,40,058	9,635	57,205	110,287	6,31,659	...	...
8	(*a*) to (*s*)	North Western ...	17,471	1,18,669	12,920	76,795	171,470	16,92,294	96	2,732
9	...	Oudh and Rohilkhand ...	3,195	17,471	22,416	1,04,168	164,766	6,30,490	1,115	22,085
10	(*a*) to (*l*)	South Indian	40,144	2,21,828	1,258	8,484	158,380	8,53,316	2	43
		3′ 3¾″ gauge.								
11	(*a*) & (*b*)	Assam-Bengal	1,328	4,950	60	352	4,796	19,024	16	183
12	...	Bengal and North-Western ...	1,774	8,718	5,033	24,178	183,839	8,56,759	4,095	51,707
13	...	Bengal Dooars	...	...	53	280	1,578	3,186	...	...
14	...	Bhavnagar State... ...	6,040	16,481	11,497	37,022	20,520	65,536	6	41
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	21,590	1,03,291	88,971	6,75,779	183,256	10,97,174	511	20,670
15	...	Burma	12,341	67,142	2,996	12,447	19,546	1,16,882	28	686
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...
18	...	Gondal-Porbandar State ...	7,450	12,755	16,668	33,824	29,236	69,540	13	69
19	...	Jamnagar	707	2,009	4,185	5,752	5,490	8,903	...	...
20	...	Jodhpur-Bikaner ...	12,902	54,204	*15,066	†39,536	82,308	2,93,188	19	224
21	...	Junagad State	1,041	2,988	12,384	35,859	14,569	42,775	...	1
22	...	Morvi, ...	359	1,073	6,492	19,848	7,268	22,781	22	214
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	1,338	8,554	15,026	1,18,798	45,884	3,40,236	...	...
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	474	1,550	2,614	5,583	27,403	65,261	154	2,806
26	...	Udaipur-Chitorgarh ...	183	641	808	2,726	1,073	3,810	11	77
		2′ 6″ and 2′ 0″ gauges.								
34	...	Barsi Light (2′ 6″) ...	676	2 242	10,785	55,873	41,224	1,67,885	5	28
50	...	Shahdara (Delhi)-Saharanpur Light (2′ 6″).	79	222	4,725	9,695	5,674	11,585	...	...
52	...	Darjeeling Himalayan (2′ 0″)	...	...	...	...	162	1,912	1	23
		Other 2′ 6″ & 2′ 0″ gauge lines.	2,139	4,454	3,814	6,671	9,565	16,856	...	2
		Total 1916-17 ...	341,473	3,76,657	617,200	41,16,245	3,026,999	2,18,20,040	9,055	1,97,251
		Total 1915-16 ...	333,666	24,44,149	1,049,282	68,89,115	3,197,401	2,18,75,513	9,780	2,09,940
		Increase ...	7,807	...	...	...	...	4,527	...	...
		Decrease ...	...	67,492	432,082	27,72,850	170,402	...	725	12,689

* Includes 13,481 tons of cotton seeds.
† Includes Rs. 34,607 for cotton seeds.

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

XXII.		XXIII.								Number.
		Provisions.								
Paper and pasteboard.		(1) Dried fruits and nuts.		(2) Ghee.		(3) Others.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
214	215	216	217	218	219	220	221	222	223	224
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
4,414	65,801	15,251	1,66,341	6,271	81,671	6,440	85,543	27,962	3,33,555	1
2,499	43,991	34,745	4,02,570	6,451	82,634	24,762	1,90,849	65,958	6,76,053	2
20,712	43,045	2,411	12,789	973	7,989	6,409	44,021	9,793	64,799	3
20,325	2,85,021	6,606	84,323	15,192	3,44,938	96,258	13,19,937	118,056	17,49,198	4
6,471	86,296	62,584	7,74,949	17,138	2,80,548	42,671	4,19,379	122,393	14.74,876	5
5,922	81,649	75,404	6,05,231	10,826	86,783	36,837	2,76,094	123,067	9,68,168	6
575	4,712	15,282	1,30,642	258	2,771	1,381	12,350	16,921	1,45,763	7
6,196	94,796	38,548	5,88,294	15,097	1,83,467	11,070	2,34,973	64,715	10,06,734	8
4,928	50,076	2,275	15,513	3,172	23,894	5,742	65,721	11,189	1,05,128	9
5,065	75,697	3,786	23,592	3,248	28,437	53,481	4,20,646	60,515	4,72,675	10
424	4,076	541	4,236	235	2,693	3,211	27,966	3,987	34,895	11
3,721	13,831	1,596	17,349	3,936	30,922	10,913	64,928	16,445	1,13,199	12
69	342	...	...	19	121	919	8,866	938	8,986	13
105	385	1,831	6,315	2,617	7,835	3,655	12,064	8,103	26,214	14
1,589	19,515	17,763	1,76,372	11,848	1,15,559	11,671	75,642	41,282	3,67,573	2
288	3,875	807	9,406	1,065	15,147	46,336	5,12,303	48,208	5,36,856	15
...	...	...	...	...	...	898	9,140	898	9,140	17
89	243	2,420	5,788	2,790	9,597	7,005	23,559	12,215	38,944	18
14	45	6	23	268	842	2,622	8,081	2,896	8,946	19
426	3,144	3,702	17,451	8,042	60,570	2,325	10,726	14,069	88,747	20
117	389	671	2,497	1,661	4,724	4,724	14,828	7,056	22,049	21
74	270	2,440	7,399	256	894	981	4,205	3,677	12,498	22
194	1,860	3,713	38,272	621	8,536	4,996	24,621	9,330	71,429	7
261	1,447	912	5,405	674	4,386	1,767	7,679	3,353	17,470	25
44	274	598	2,973	88	662	1,581	6,112	2,267	9,747	26
48	221	1,805	7,204	136	716	216	1,038	2,157	8,958	34
18	88	42	185	237	1,009	362	1,155	641	2,349	50
81	1,814	22	438	47	540	4,933	62,751	5,002	63,629	52
56	159	2,216	5,211	438	1,364	3,794	6,238	6,448	12,813	
84,725	8,83,062	297,977	31,10,828	113,604	13,89 248	397,960	39,51,315	809,541	84,51,391	
81,763	9,17,234	295,286	33,02,827	94,660	11,10,256	367,014	34,92,133	756,960	79,05,216	
2,962	...	2,691	...	18,944	2,78,992	30,946	4,59,182	52,581	5,46,175	
...	34,172	...	1,91,999	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Railway plant and rolling-stock car-					
			(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(a) Steel rails and fish-plates.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
225	226	227	228	229	230	231	232	233
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*) & (*g*) to (*i*)	Bengal-Nagpur	2,150	11,322	1,906	13,153	62,293	3,85,957
2	(*a*) to (*e*) & (*m*) to (*r*).	Bombay, Baroda and Central India.	186	1,595	603	7,937	4,390	26,677
3	(*a*) to (*e*)	Eastern Bengal ...	342	714	58	274	14,263	36,012
4	...	East Indian	472	2,095	768	10,982	5,188	56,333
5	(*a*) to (*j*)	Great Indian Peninsula ...	1,368	41,359	557	14,497	30,026	2,39,579
6	...	Madras and Southern Mahratta	722	7,621	206	1,248	2,391	15,511
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	36	305	...	...	305	3,117
8	(*a*) to (*s*)	North Western ...	201	1,576	2,120	29,730	4,980	12,696
9	...	Oudh and Rohilkhand ...	40	204	1,432	11,692	1,403	7,962
10	(*a*) to (*l*)	South Indian	85	254	766	5 601	75	485
		3′ 3¾″ gauge.						
11	(*a*) and (*b*)	Assam-Bengal	...	...	478	1,626	5,379	19,951
12	...	Bengal and North-Western ...	...	...	...	...	...	...
13	...	Bengal Dooars	...	...	...	...	3	39
14	...	Bhavnagar State... ...	168	515	204	426	59	—193
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	47	360	695	15,798	2,921	3,745
15	...	Burma	...	...	3,214	2,754	2,029	9,504
17	...	Dibru-Sadiya	...	...	...	...	...	...
18	...	Gondal-Porbandar State ...	13	21	4	23	885	630
19	...	Jamnagar	...	...	...	1	2	3
20	...	Jodhpur-Bikaner ...	294	988	216	1,518	...	...
21	...	Junagad State ...	...	...	32	33	20	29
22	...	Morvi	35	30	89	211	2,386	2,708
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	...	...	...	...	38	548
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	85	148	409	1,617	987	5,314
26	...	Udaipur-Chitorgarh ...	...	...	...	...	15	2
		2′ 6″ and 2′ 0″ Gauges.						
34	...	Barsi Light (2′ 6″) ...	...	...	...	...	...	...
50	...	Shahdara (Delhi)-Saharanpur Light (2′ 6″).	...	...	...	...	...	...
52	...	Darjeeling Himalayan (2′ 0″)	...	...	...	...	...	...
		Other 2′ 6″ & 2′ 0″ Gauge lines.	...	...	27	17	31	30
		Total 1916-17 ...	6,244	69,107	13,784	1,19,168	139,999	8,26,639
		Total 1915 16 ...	6,458	35,227	8,082	81,659	63,662	4,63,147
		Increase ...	...	33,880	5,702	34,509	76,337	3,63,492
		Decrease ...	214	...	...	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

XXIV.						XXV.		Number.
BIED FOR THE PUBLIC AND FOREIGN RAILWAYS.								
(3) *Materials.*				Total.		Salt.		Main head.
(*b*) Sleepers and keys of steel and cast-iron.		(*c*) Others.						
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
234	235	236	237	238	239	240	241	242
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
11,681	1,04,542	77,433	4,16,295	1,55,393	9,31,269	158,101	10,71,370	1
41	251	22,282	1,18,175	27,502	1,54,665	230,042	9,93,652	2
7,443	14,958	67,879	87,615	89,985	1,39,573	123,201	5,95,086	3
1,615	717	43,775	1,25,613	51,818	1,95,740	346,991	13,13,157	4
32,967	2,62,484	9,955	1,96,275	74,873	7,54,194	277,024	24,71,647	5
118	711	415	711	3,852	25,802	153,367	10,57,948	6
896	3,166	...	...	1,237	6,588	38,369	2,11,508	7
1,487	3,805	52,782	3,55,156	61,570	4,02,963	228,153	14,29,445	8
299	935	4,211	17,834	7,385	38,627	114,468	6,63,860	9
32	170	549	2,057	1,507	8,567	140,743	6,29,122	10
...	...	4,524	6,814	10,381	27,391	34,298	1,33,563	11
...	...	...	...	...	...	165,148	10,83,853	12
...	...	...	...	3	39	5,123	16,626	13
...	...	1,738	2,084	2,169	2,832	2,929	4,385	14
216	2,018	1,873	7,176	5,752	29,097	448,581	34,50,958	2
14,323	95,860	...	...	19,566	1,08,118	40,594	4,40,845	15
...	...	...	...	...	...	1,509	9,177	17
1,250	1,482	2,191	1,769	4,343	3,925	2,892	4,664	18
...	...	...	...	2	4	101	352	19
...	...	1,295	3,801	1,805	6,307	34,435	1,50,886	20
...	...	600	267	652	329	1,597	2,378	21
82	18	186	125	2,778	3,092	955	1,311	22
180	1,074	...	...	218	1,622	17,642	1,32,452	7
26,490	1,01,048	108	1,859	28,079	1,09,986	33,529	1,44,835	25
...	...	...	...	15	2	2,360	9,653	26
...	...	...	...	...	...	6,332	26,257	34
...	...	...	...	...	...	2,008	4,479	50
...	...	494	1,627	494	1,627	3,972	32,536	52
66	88	1,341	3,670	1,965	3,805	7,322	10,088	
99,186	5,93,327	294,131	13,47,923	553,344	29,56,164	2,621,786	1,60,97,893	
45,180	3,00,070	220,383	8,39,277	348,765	17,22,380	2,357,721	1,41,43,006	
54,006	2,93,257	73,748	5,08,646	209,579	12,33,784	264,065	19,53,687	
...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XXVI. Saltpetre and other saline substances.					
			(1) Saltpetre.		(2) Other saline substances.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
243	244	245	246	247	248	249	250	251
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*) & (*g*) to (*i*)	Bengal-Nagpur	507	6,049	1,440	11,638	1,947	17,687
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	6,977	71,164	1,577	20,077	8,554	91,241
3	(*a*) to (*e*)	Eastern Bengal ...	35	254	9,249	30,525	9,284	30,779
4	...	East Indian	25,893	2,63,487	18,931	1,09,097	44,824	3,72,584
5	(*a*) to (*j*)	Great Indian Peninsula ...	3,155	24,579	2,615	19,367	5,770	43,946
6	...	Madras and Southern Mahratta.	1,251	12,300	272	2,806	1,523	15,106
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	248	2,251	1,214	7,444	1,462	9,695
8	(*a*) to (*s*)	North Western ...	27,147	1,81,146	7,986	72,103	35,133	2,53,249
9	...	Oudh and Rohilkhand ...	1,316	5,197	2,382	6,421	3,698	11,618
10	(*a*) to (*l*)	South Indian	797	6,137	8	125	805	6,262
		3′ 3½″ gauge.						
11	(*a*) & (*b*)	Assam-Bengal	1	3	367	2,606	368	2,609
12	...	Bengal and North-Western ...	11,485	48,888	6,754	25,247	18,239	74,135
13	...	Bengal Dooars	...	...	315	986	315	986
14	...	Bhavnagar State ...	98	318	10	16	108	334
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	12,452	81,783	2,621	18,629	15,073	1,00,412
15	...	Burma	...	...	193	2,367	193	2,367
17	...	Dibru-Sadiya	...	...	...	...	...	...
18	...	Gondal-Porbandar State ...	34	104	31	95	65	199
19	...	Jamnagar	4	16	15	46	19	62
20	...	Jodhpur-Bikaner ...	3,130	14,736	1,273	5,308	4,403	20,344
21	...	Junagad State	21	72	...	...	21	72
22	...	Morvi	16	61	5	22	21	83
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	59	641	239	1,623	298	2,264
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	356	1,180	2,923	6,105	3,279	7,285
26	...	Udaipur-Chitorgarh ...	21	109	70	406	91	515
		2′ 6″ and 2′ 0″ gauges.						
34	...	Barsi Light (2′ 6″) ...	50	227	4	17	54	244
50	..	Shahdara (Delhi)-Saharanpur Light (2′ 6″).	101	274	266	552	367	826
52	...	Darjeeling Himalayan (2′ 0″)	...	...	...	...	...	...
	...	Other 2′ 6″ & 2′ 0″ gauge lines.	33	55	236	455	269	510
		Total 1916-17 ...	95,187	7,21,031	60,996	3,44,383	156,183	10,65,414
		Total 1915-16 ...	77,585	5,71,780	58,780	3,31,548	136,365	9,03,328
		Increase ...	17,602	1,49,251	2,216	12,835	19,818	1,62,086
		Decrease ...	...	...	...	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

XXVII. SILK.										Number.
(1) Raw.				(2) Piece-goods.				Total.		
(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.				Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
252	253	254	255	256	257	258	259	260	261	262
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	341	5,645	...	...	1	81	342	5,726	1
293	7,428	21	495	84	5,423	17	963	415	14,309	2
...	...	83	711	...	...	...	...	83	711	3
...	...	311	5,888	2	162	9	348	322	6,398	4
53	1,747	22	675	72	1,329	...	30	147	3,781	5
44	788	208	3,707	4	71	1	23	257	4,591	6
...	12	1	14	...	9	...	5	1	40	7
151	2,418	315	17,315	19	439	46	2,178	531	22,350	8
1	5	...	3	10	81	5	63	16	152	9
1	5	17	231	...	1	57	282	75	519	10
1	15	33	300	...	...	...	...	34	315	11
1	31	1	38	...	...	...	7	2	76	12
...	...	...	...	...	...	...	...	...	...	13
2	24	...	1	...	3	...	10	2	38	14
95	4,578	6	260	18	913	4	126	123	5,877	2
68	1,638	10	316	5	160	1	21	84	2,135	15
...	...	...	...	...	...	...	...	...	...	17
...	2	...	...	...	4	1	29	1	35	18
8	16	...	...	...	5	...	...	8	21	19
6	58	1	7	...	9	...	1	7	75	20
...	...	...	...	...	...	...	...	...	...	21
...	...	1	4	...	...	...	2	1	6	22
...	5	...	...	...	...	...	3	...	8	7
...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	26
...	4	...	...	...	...	1	4	1	8	34
...	...	...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	...	...	52
6	16	45	133	...	...	...	...	51	149	
730	18,790	1,116	35,743	214	8,609	143	4,178	2,503	67,320	
861	22,304	1,490	36,347	196	8,093	277	4,242	2,824	71,076	
...	...	...	...	18	516	...	...	...	...	
131	3,604	74	604	...	...	134	64	321	3,756	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
263	264	265	266	267	268	269	270	271
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.						
1	(*a*) to (*c*), (*e*) & (*g*) to (*i*)	Bengal-Nagpur	13,412	1,81,923	152	5,228	5,888	60,132
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	2,072	41,251	58	1,672	4,384	43,983
3	(*a*) to (*e*)	Eastern Bengal... ...	21,299	1,79,950	897	19,221	10,721	55,116
4	...	East Indian	11,995	2,81,641	933	35,052	9,260	1,18,673
5	(*a*) to (*j*)	Great Indian Peninsula ...	16,640	3,03,240	284	8,612	10,085	1,10,515
6	...	Madras and Southern Mahratta	18,413	2,35,306	554	10,606	27,415	2,42,328
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	883	12,627	1	14	4,518	34,945
8	(*a*) to (*s*)	North Western	1,000	11,688	502	8,675	8,588	71,513
9	...	Oudh and Rohilkhand ...	3,067	41,602	183	2,952	2,018	21,460
10	(*a*) to (*l*)	South Indian	27,109	2,19,340	544	9,115	24,282	1,71,916
		3′ 3⅜″ gauge.						
11	(*a*) & (*b*)	Assam-Bengal	3,338	29,251	...	...	2,120	16,489
12	...	Bengal and North-Western ...	4,460	33,365	416	8,478	9,022	49,714
13	...	Bengal Dooars	302	1,459	99	997	69	518
14	...	Bhavnagar State ...	286	1,198	...	1	724	2,600
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	1,293	12,116	70	1,871	4,455	40,425
15	...	Burma	9,411	1,04,589	5	59	7,111	1,25,422
17	...	Dibru-Sadiya	...	...	...	...	...	...
18	...	Gondal-Porbandar State ...	397	991	...	...	546	1,569
19	...	Jamnagar	37	57	...	...	60	248
20	...	Jodhpur-Bikaner ...	299	2,367	2	19	2,578	20,264
21	...	Junagad State ...	404	1,531	2	9	362	1,400
22	..	Morvi	19	72	...	1	388	1,560
7	(*a*) to (*e*)	Nizam's Guaranteed State ...	979	11,981	1	7	1,283	11,997
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	513	2,330	26	154	1,231	8,506
26	...	Udaipur-Chitorgarh ...	14	95	1	3	50	275
		2′ 6″ and 2′ 0″ gauges ..						
34	...	Barsi Light (2′ 6″) ...	1,035	4,366	...	...	180	599
50	...	Shahdara (Delhi)-Saharanpur Light (2′ 6″)	13	62	...	1	36	110
52	...	Darjeeling Himalayan (2′ 0″)	267	3,532	824	8,823	74	674
		Other 2′ 6″& 2′ 0″ gauge lines.	533	1,407	3	10	265	707
		Total 1916-17 ...	139,490	17,19,837	5,557	1,21,580	137,7 3	12,13,868
		Total 1915-16 ...	138,856	17,07,349	6,039	1,30,236	160,998	14,51,030
		Increase... ...	634	12,488	...	...	...	...
		Decrease... ...	...	...	482	8,656	23,285	2,37,162

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

XXVIII.								Number.
Spices.								
(4) Ginger.		(5) Pepper.		(6) Others.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
272	273	274	275	276	277	278	279	280
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
316	6,922	3,833	32,618	8,315	71,258	31,916	3,58,081	1
586	13,584	1,018	27,539	11,663	1,47,548	19,781	2,75,577	2
861	10,166	894	14,400	5,842	41,272	40,514	3,20,125	3
1,762	16,424	1,935	50,773	12,139	1,63,487	38,024	6,66,050	4
729	13,489	1,060	18,974	17,158	2,45,313	45,956	7,00,143	5
675	7,623	4,962	46,528	21,889	1,80,281	73,908	7,22,672	6
47	572	97	849	1,611	14,235	7,157	63,242	7
2,542	31,540	1,168	27,608	5,288	63,753	19,088	2,14,777	8
903	6,573	413	3,166	3,121	17,738	9,705	93,491	9
1,424	16,077	7,666	50,427	1,229	10,067	62,254	4,76,912	10
11	99	53	391	321	3,069	5,843	49,299	11
1,804	16,035	691	7,179	5,174	43,663	21,567	1,58,434	12
95	166	64	421	180	1,201	809	4,762	13
7	31	...	1	370	1,348	1,387	5,269	14
422	7,002	592	13,491	13,743	1,13,522	20,575	1,88,427	2
2,796	31,250	81	1,398	620	5,610	20,024	2,68,328	15
...	...	...	...	...	...	...	...	17
10	30	2	4	676	2,083	1,631	4,677	18
14	51	1	3	15	46	127	405	19
57	623	33	225	1,445	7,821	4,414	31,319	20
16	62	6	25	177	600	967	3,717	21
16	70	1	4	295	1,031	719	2,738	22
38	477	40	520	714	5,847	3,055	30,829	7
178	873	6	39	540	2,324	2,494	14,726	25
17	117	4	35	100	477	186	1,002	26
17	84	14	67	289	1,208	1,535	6,324	34
68	443	...	...	50	211	167	857	50
...	...	32	510	106	1,479	1,303	15,018	52
24	71	1	53	688	1,615	1,531	3,863	
15,435	1,80,454	24,684	2,97,248	113,758	11,48,107	436,637	46,31,094	
14,717	1,62,948	27,388	2,91,427	123,976	11,86,319	471,974	4,29,309	
718	17,506	...	5,821	...	...	...	...	
...	...	2,704	...	10,218	38,212	35,337	2,48,215	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XXIX. Sugar.					
			(1) Refined or crystallised including sugarcandy.		(2) Unrefined. (a) Sugar.		(b) Gur, rab, jaggery, molasses and other saccharine produce.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
281	282	283	284	285	286	287	288	289
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*) &(*g*) to (*i*).	Bengal-Nagpur	18,286	1,83,348	9,665	97,610	21,737	1,58,957
2	(*a*) to (*e*) &(*m*) to (*r*)	Bombay, Baroda and Central India.	37,712	5,21,892	2,559	18,907	56,063	6,85,940
3	(*a*) to (*e*)	Eastern Bengal ...	16,357	1,40,357	14,770	86,166	52,513	2,45,834
4	...	East Indian	50,357	7,52,064	74,003	6,91,339	169,464	8,67,033
5	(*a*) to (*j*)	Great Indian Peninsula ...	67,124	7,47,046	3,922	33,822	138,098	11,13,151
6	...	Madras and Southern Mahratta	22,453	1,45,859	8,959	80,991	110,101	7,40,477
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	3,228	27,489	379	2,578	6,305	45,476
8	(*a*) to (*s*)	North Western ...	86,339	15,44,338	65,366	4,54,629	112,606	7,12,058
9	...	Oudh and Rohilkhand ...	22,507	1,55,820	46,428	2,57,528	75,817	3,36,022
10	(*a*) to (*l*)	South Indian	25,936	1,49,757	6,970	28,110	48,389	2,91,602
		3′ 3⅜″ gauge.						
11	(*a*) & (*b*)	Assam-Bengal	528	3,872	1,376	8,106	4,305	23,631
12	. .	Bengal and North-Western ...	10,327	67,624	52,773	3,39,987	131,341	7,16,094
13	...	Bengal Dooars	596	2,193	777	5,164	1,773	6,140
14	...	Bhavnagar State ...	4,501	16,663	9	42	3,913	12,397
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	24,722	2,12,391	51,618	4,22,200	111,673	10,82,591
15	...	Burma	9	72	6,763	66,286	38,028	2,81,357
17	...	Dibru-Sadiya	...	...	...	...	1,087	9,169
18	...	Gondal-Porbandar State ...	3,631	9,611	726	1,984	1,928	6,319
19	...	Jamnagar	725	1,389	10	36	414	684
20	...	Jodhpur-Bikaner ...	10,858	55,139	6,080	32,731	18,128	1,10,642
21	...	Junagad State	1,877	6,279	1,568	3,974	679	2,014
22	...	Morvi	245	698	27	70	1,662	6,058
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	2,920	26,782	123	867	3,656	30,524
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	3,615	12,493	10,157	32,782	22,473	1,15,793
26	...	Udaipur-Chitorgarh ...	942	4,366	196	942	1,777	7,451
		2′ 6″ and 2′ 0″ gauges.						
34	...	Barsi Light (2′ 6″) ...	1,533	5,806	16	71	444	1,494
50	...	Shahdara (Delhi)-Saharanpur Light (2′ 6″).	22	41	13,090	34,003	13,850	33,880
52	...	Darjeeling Himalayan (2′ 0″)	210	2,646	1,135	14,381	404	2,414
		Other 2′ 6″& 2′ 0″ gauge lines.	4,087	2,406	4,384	7,057	13,696	70,220
		Total 1916-17 ...	421,647	47,98,441	383,849	27,23,260	1,162,364	77,15,422
		Total 1915-16 ...	475,455	53,62,578	387,262	27,45,045	1,135,769	76,81,519
		Increase ...	...	...	...	...	26,595	33,903
		Decrease ...	53,808	5,64,137	3,413	21,785	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

XXX								Number.
		Tea.						
Total.		(1) Foreign.		(2) Indian.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnipgs.	Quantity.	Earnings.	Quantity.	Earnings.	
290	291	292	293	294	295	296	297	298
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
49,688	4,39,915	...	...	5,905	1,03,966	5,905	1,03,966	1
93,334	12,26,739	1,194	18,486	962	17,609	2,156	36,095	2
83,640	4,72,357	...	...	50,316	9,44,944	50,316	9,44,944	3
293,824	23,10,436	...	...	3,236	78,143	3,236	78,143	4
209,144	18,94,019	286	3,856	7,315	1,11,372	7,601	1,15,228	5
141,513	9,67,327	93	1,185	1,913	23,735	2,006	24,920	6
9,912	75,543	15	155	73	1,021	88	1,176	7
264,311	27,11,025	1,559	39,755	4,047	58,553	5,606	98,308	8
144,752	7,49,370	...	...	2,666	13,622	2,666	13,622	9
81,295	4,69,469	2	31	11,547	1,11,797	11,549	1,11,828	10
6,209	35,606	...	...	52,972	5,35,087	52,972	5,35,087	11
194,441	11,23,705	...	...	77	1,356	77	1,356	12
3,146	13,497	...	...	24,882	5,22,685	24,882	5,22,685	13
8,423	29,102	2	7	141	670	143	677	14
188,013	17,17,182	693	16,425	365	5,372	1,058	21,797	2
44,800	3,47,715	283	4,626	2,872	58,432	3,155	63,058	15
1,087	9,169	...	...	15,436	1,41,664	15,436	1,41,664	17
6,285	17,914	...	...	173	930	173	930	18
1,149	2,109	...	...	18	51	18	51	19
35,066	1,98,512	19	194	30	279	49	473	20
4,124	12,267	...	1	88	389	88	390	21
1,934	6,826	2	...	43	284	45	284	22
6,739	58,173	20	258	11	120	31	378	7
36,245	1,61,068	...	...	162	1,837	162	1,837	25
2,915	12,759	1	8	3	22	4	30	26
1,993	7,971	7	40	5	23	12	63	31
26,962	68,824	...	...	...	...	...	..	50
1,749	19,441	...	...	6,894	85,085	6,894	85,085	52
22,167	79,683	8	35	6,241	29,546	6,249	29,581	
1,967,860	1,52,87,123	4,184	85,062	198,393	28,48,594	202,577	29,33,656	
1,998,486	1,57,89,142	3,909	78,070	203,715	29,40,072	207,624	30,18,142	
...	...	275	6,992	...	...	...	...	
30,626	5,52,019	...	...	5,322	91,478	5,047	84,486	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XXXI. Tobacco.					
			(1) Unmanufactured.		(2) Manufactured.			
					(a) Cigars.		(b) Other sorts.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
299	300	301	302	303	304	305	306	307
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (e), (e) & (g) to (i).	Bengal-Nagpur	18,653	2,05,538	...	...	2,122	39,806
2	(a) to (e) & (m) to (r)	Bombay, Baroda and Central India.	23,052	1,83,934	86	3,171	518	8,286
3	(a) to (e)	Eastern Bengal ...	51,842	4,84,952	...	...	3,782	48,217
4	...	East Indian	42,296	3,18,707	8	215	11,028	2,17,139
5	(a) to (j)	Great Indian Peninsula ...	15,847	1,47,900	290	12,480	3,552	89,779
6	...	Madras and Southern Mahratta	38,856	3,11,716	554	11,433	4,687	69,450
7	(a) & (b)	Nizam's Guaranteed State ...	1,476	17,753	30	379	737	7,122
8	(a) to (s)	North Western ...	27,609	2,40,101	65	549	5,150	1,12,490
9	...	Oudh and Rohilkhand ...	7,861	58,081	5	59	1,190	11,830
10	(a) to (l)	South Indian	26,231	1,59,173	1,430	23,041	1,375	16,696
		3′ 3½″ gauge.						
11	(a) & (b)	Assam-Bengal	3,757	31,486	...	...	383	5,750
12	...	Bengal and North-Western ...	47,807	3,85,965	1	13	2,279	20,544
13	...	Bengal Dooars	9,653	28,397	212	2,844	100	1,264
14	...	Bhavnagar State ...	1,500	5,567	24	215	185	779
2	(f) to (l)	Bombay, Baroda and Central India.	21,527	1,77,910	51	1,083	823	13,162
15	...	Burma	10,369	81,588	469	8,607	1,039	20,731
17	...	Dibru-Sadiya	...	...	...	...	...	...
18	...	Gondal-Porbandar State ...	1,244	3,763	7	59	220	1,174
19	..	Jamnagar	286	932	9	35	28	123
20	...	Jodhpur-Bikaner ...	5,370	30,037	45	340	481	4,520
21	...	Junagad State	401	1,353	2	9	63	281
22	...	Morvi	1,428	5,083	...	3	39	264
7	(c) to (e)	Nizam's Guaranteed State ...	482	8,488	1	9	293	4,900
25	(a) & (b)	Rohilkund and Kumaon ...	4,549	22,619	...	...	354	2,388
26	...	Udaipur-Chitorgarh ...	489	2,151	...	...	12	89
		2′ 6″ and 2′ 0″ gauges.						
34	...	Barsi Light (2′ 6″) ...	149	575	23	158	117	866
50	...	Shadora (Delhi)-Saharanpur (2′ 6″).	675	2,272	...	...	16	131
52	...	Darjeeling Himalayan (2′ 0″)	817	4,483	494	9,838	180	1,527
	...	Other 2′ 6″&2′ 0″ gauge lines.	996	2,576	32	92	185	559
		Total 1916-17 ...	365,222	29,23,100	3,838	74,632	40,938	6,99,867
		Total 1915-16 ...	331,159	26,05,088	3,643	75,033	37,440	5,97,977
		Increase	34,063	3,18,012	195	...	3,498	1,01,890
		Decrease	...	...	...	401	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

TOTAL.		XXXII. WOOD. (1) Timber, unwrought.		(2) Manufactures.		TOTAL.		NUMBER. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
308	309	310	311	312	313	314	315	316
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
20,775	2,45,344	95,602	4,66,734	7,255	65,282	102,857	5,32,016	1
23,656	1,95,391	97,827	5,21,024	5,627	61,620	103,454	5,82,644	2
55,624	5,33,169	61,173	1,98,906	18,957	1,54,375	80,130	3,53,281	3
53,382	5,36,061	105,133	4,39,723	10,068	1,17,185	115,201	5,53,908	4
19,689	2,50,159	178,576	9,16,877	10,330	1,38,925	188,906	10,55,802	5
44,097	3,92,599	156,966	7,06,368	13,464	1,15,657	170,430	8,22,025	6
2,243	25,254	67,529	2,26,741	1,749	12,382	69,278	2,39,123	7
32,824	3,53,140	176,761	6,45,292	20,481	1,45,927	197,242	7,91,219	8
9,056	69,970	138,331	3,08,892	6,911	47,104	145,242	3,55,996	9
29,036	1,98,910	302,040	8,31,871	12,765	1,08,151	314,805	9,40,022	10
4,140	37,236	6,247	24,479	11,231	90,669	17,478	1,15,148	11
50,087	4,06,522	70,190	2,42,936	6,177	42,097	76,367	2,85,033	12
9,965	32,505	8,690	62,264	1,196	3,152	9,886	65,416	13
1,709	6,561	13,590	44,888	833	4,290	14,423	49,178	14
22,401	1,92,095	46,253	1,86,351	4,668	32,688	50,921	2,19,039	2
11,877	1,10,926	137,831	5,65,575	1,933	15,826	139,764	5,81,401	15
...	...	8,515	31,356	...	...	8,515	31,356	17
1,471	4,936	14,850	33,139	615	2,324	15,465	35,463	18
323	1,090	513	805	52	209	565	1,014	19
5,896	34,897	16,056	67,952	1,780	8,713	17,836	76,665	20
466	1,613	3,553	10,744	221	896	3,774	11,640	21
1,467	5,350	1,714	5,471	243	1,111	1,957	6,582	22
776	13,397	11,035	40,974	1,915	7,317	12,050	48,291	7
4,903	25,007	72,810	2,29,220	1,185	6,641	73,995	2,35,861	25
501	2,249	88	303	89	359	177	662	26
289	1,593	695	2,460	296	1,233	991	3,693	34
691	2,493	2,462	6,393	217	850	2,679	7,243	50
1,491	15,908	5,284	6,773	1,001	11,885	2,285	18,658	52
1,213	3,227	17,957	18,363	649	1,162	18,606	19,525	
409,998	36,97,599	1,814,271	68,42,374	141,008	11,98,030	1,955,279	80,40,904	
372,242	32,78,098	1,764,312	62,07,608	124,446	10,75,731	1,888,758	72,83,424	
37,756	4,19,501	49,959	6,35,181	16,562	1,22,299	66,521	7,57,480	
...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

XXXIII.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Wool.					
			(1) Raw.		(2) Manufac			
					(a) Carpets and rugs.		(b) Piece-goods, European.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
317	318	319	320	321	322	323	324	325
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*e*), (*e*) &(*g*) to (*i*)	Bengal-Nagpur	175	4,376	...	...	...	...
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	7,744	1,47,647	132	3,437	161	6,460
3	(*a*) to (*e*)	Eastern Bengal ...	121	966	...	...	...	...
4	...	East Indian	6,818	93,918	860	16,773	58	2,168
5	(*a*) to (*j*)	Great Indian Peninsula ...	1,599	43,794	310	14,491	111	1,624
6	...	Madras and Southern Mahratta	2,072	43,094	289	4,535	23	278
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	543	11,346	62	812	1	16
8	(*a*) to (*s*)	North Western	41,736	10,06,826	171	4,135	164	4,001
9	...	Oudh and Rohilkhand ...	1,695	9,558	286	1,671	168	1,574
10	(*a*) to (*l*)	South Indian	61	1,018	297	3,922	5	91
		3' 3¾" gauge.						
11	(*a*) & (*b*)	Assam-Bengal	3	36	1	13	...	...
12	...	Bengal and North-Western ...	3,049	68,941	91	736	5	85
13	...	Bengal Dooars	...	...	...	...	...	...
14	...	Bhavnagar State ...	632	5,280	...	...	...	1
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	13,681	2,46,918	132	3,037	72	1,501
15	...	Burma	30	383	29	602	2	22
17	...	Dibru-Sadiya	...	...	...	...	...	...
18	...	Gondal-Porbandar State ...	628	2,659	1	3	...	...
19	...	Jamnagar	235	952	3	12	1	3
20	...	Jodhpur-Bikaner ...	5,191	51,995	8	92	2	29
21	...	Junagad State	98	457	...	...	...	...
22	...	Morvi	495	3,205	...	...	...	...
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	44	930	9	269	2	13
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	391	4,675	40	232	...	...
26	...	Udaipur-Chitorgarh ...	103	715	...	...	...	...
		2' 6" and 2' 0" gauges.						
34	...	Barsi Light (2' 6") ...	...	...	11	84	...	...
50	...	Shahdara (Delhi)-Saharanpur Light (2' 6").	26	114	...	...	...	...
52	...	Darjeeling Himalayan (2' 0")	3,227	17,180	5	146	...	...
		Other 2' 6" & 2' 0" gauge lines.	280	427	...	...	...	...
		Total 1916-17 ...	90,677	17,67,412	2,737	55,002	775	17,866
		Total 1915-16 ...	97,368	19,25,063	2,535	52,296	1,118	25,542
		Increase ...	...	...	202	2,706	...	...
		Decrease ...	6,691	1,57,651	...	...	343	7,676

DIX 11—*contd.*

earnings therefrom during the financial year 1916-17.

way in India and is therefore not the same as the total production and imports.]

tured.						XXXIV.		Numbers.
(*c*) Piece-goods, Indian.		(*d*) Other sorts of manufactures.		Total.		All other articles of merchandise.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
326	327	328	329	330	331	332	333	334
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	97	2,405	272	6,781	305,567	14,53,397	1
241	5,896	15	362	8,293	1,63,802	525,176	23,50,617	2
...	...	533	4,728	654	5,694	230,458	7,45,038	3
461	9,182	1,181	24,329	9,378	1,46,370	690,155	39,27,777	4
228	10,168	2,046	39,927	4,294	1,10,004	475,853	35,89,737	5
100	1,657	1,524	21,608	4,008	71,172	335,767	20,08,297	6
303	3,602	...	2	909	15,778	10,887	10,460	7
553	9,406	2,242	35,171	44,866	10,59,539	705,531	53,46,955	8
616	5,800	163	1,375	2,928	19,978	242,645	6,64,118	9
96	1,821	210	3,902	669	10,754	416,329	20,59,589	10
...	...	41	547	45	596	24,725	1,44,871	11
215	3,417	33	283	3,393	73,462	103,433	4,01,411	12
...	...	...	...	...	...	5,662	51,921	13
2	13	...	1	634	5,295	8,279	31,820	14
668	10,373	13	293	14,566	2,62,122	165,358	9,25,648	2
...	3	4	19	65	1,029	206,107	11,38,181	15
...	...	...	...	...	...	65,758	97,490	17
...	...	1	7	630	2,669	9,172	23,563	18
...	...	...	...	239	967	2,453	5,574	19
4	55	160	1,627	5,365	53,798	51,786	1,63,000	20
...	2	...	...	98	459	8,139	17,467	21
...	...	5	27	500	3,232	2,329	11,415	22
147	1,099	...	...	202	2,311	5,774	63,605	7
...	...	63	416	494	5,323	127,257	2,69,485	25
...	3	...	...	103	718	1,593	7,284	26
...	...	113	468	124	552	3,733	9,475	34
...	...	8	36	34	150	8,821	42,867	50
5	129	53	1,560	3,290	19,017	8,029	68,495	52
1	5	1	6	282	438	351,914	7,12,432	
3,645	62,631	8,506	1,39,099	106,335	20,42,010	5,098,689	2,63,46,989	
4,529	78,830	8,091	1,16,134	113,641	21,97,865	5,050,082	2,62,69,772	
...	...	415	22,965	...	...	48,607	77,217	
883	16,199	...	...	7,306	1,55,855	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Grand Total.		(1) Horses.		(2) Cattle.	
Main. head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
335	336	337	338	339	340	341	342	343
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), & (*g*) to (i)	Bengal-Nagpur ...	7,271,935	3,36,52,302	66	1,479	17,999	1,11,059
2	(*a*) to (*e*) &(m) to (r)	Bombay, Baroda and Central India.	3,237,808	2,37,81,287	676	16,863	18,967	2,83,112
3	(*a*) to (*e*)	Eastern Bengal ...	4,562,814	1,76,76,116	303	3,919	22,389	1,17,386
4	...	East Indian	15,876,061	7,43,47,275	3,196	1,23,381	11,292	2,90,199
5	(*a*) to (*j*)	Great Indian Peninsula ...	7,253,323	6,41,78,892	1,603	47,298	16,304	1,61,388
6	..	Madras and Southern Mahratta	3,774,431	2,73,47,370	1,622	46,579	4,499	56,499
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	1,019,367	45,12,318	242	4,152	121	1,205
8	(*a*) to (*s*)	North Western ...	6,350,836	5,18,22,580	6,842	1,45,081	20,298	2,62,112
9	...	Oudh and Rohilkhand ...	2,591,731	1,06,72,008	3,323	99,306	5,681	82,236
10	(*a*) to (*l*)	South Indian ...	2,858,019	1,47,45,002	179	2,054	5,663	33,013
		3′ 3¾″ gauge.						
11	(*a*) & (*b*)	Assam-Bengal ...	638,933	†30,92,881	34	629	796	5,605
12	...	Bengal and North-Western ...	2,192,960	‡38,57,626	736	24,094	15,174	1,71,023
13	...	Bengal Dooars ...	182,407	12,69,715	...	...	12	66
14	...	Bhavnagar State ...	224,334	6,46,616	71	850	621	4,113
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	2,837,044	‡1,94,70,159	1,167	26,961	14,138	1,75,208
15	...	Burma	2,346,382	1,32,33,314	883	28,406	5,146	1,16,441
17	...	Dibru-Sadiya	704,752	12,13,115	...	...	2,185	1,191
18	...	Gondal-Porbandar State ...	*270,317	5,66,423	59	558	556	2,009
19	...	Jamnagar	34,095	78,156	2	115	51	241
20	...	Jodhpur-Bikaner ...	1,069,529	42,30,895	168	2,123	1,599	12,535
21	...	Junagad State	147,829	2,80,606	8	14	94	692
22	...	Morvi	79,519	2,12,122	60	483	214	1,510
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	239,478	20,22,600	93	2,334	69	1,815
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	600,384	18,76,996	...	...	137	1,519
26	...	Udaipur-Chitorgarh ...	40,554	1,58,380	9	64	31	180
		2′ 6″ and 2′ 0″ gauges.						
34	...	Barsi Light (2′ 6″) ...	117,601	4,74,766	1	10	1	10
50	...	Shahdara (Delhi)-Saharanpur Light (2′ 6″).	100,887	2,70,765	...	...	...	...
52	...	Darjeeling Himalayan (2′ 0″)	99,297	7,84,943	...	...	359	2,113
		Other 2′ 6″ & 2′ 0″ gauges lines	738,424	13,88,731	...	...	5	34
		Total 1916-17	67,520,451	38,38,63,959	21,348	5,76,783	164,401	18,94,544
		Total 1915-16	64,141,583	35,93,38,087	23,754	9,23,134	155,495	18,64,136
		Increase	3,378,868	2,45,25,872	...	...	8,906	30,408
		Decrease	...	...	2,406	3,46,351	...	...

*Excluding 38,148 tons on account of interchange of traffic.

† Excluding Rs. 72,855 in respect of running power share over Tangi-Narayangunj section of Eastern Bengal Railway (credited to working expenses), Ferry and Jetty charges, etc., accounted for through invoices which are included in details.

‡Excluding Rs. 5,69,581 in respect of ferries and steam-boats which are included in the details. The tonnage and earnings of the Cawnpore-Burhwal (3′ 3¾″ gauge link) railway are included throughout with the Bengal and North-Western railway.

§ Excluding Rs. 20,000 on account of excess credited to Ahmedabad-Parantij Railway from January 1912 to June 1915.

DIX 11—*concld.*

earnings therefrom during the financial year 1916-17.

railway in India and is therefore not the same as the total production and imports.]

XXXV. Animals.						Number.
(3) Sheep, etc.		(4) Elephants.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
344	345	346	347	348	349	350
Tons. ‖	Rs.	Tons. ‖	Rs.	Tons. ‖	Rs.	
3,603	49,124	12	103	21,680	1,61,765	1
20,262	4,82,546	...	...	39,905	7,82,521	2
682	6,911	8	974	23,387	1,29,190	3
10,419	2,73,788	28	2,773	24,935	6,90,141	4
8,827	1,59,392	53	1,392	26,787	3,69,470	5
11,367	1,36,691	55	1,182	17,543	2,40,951	6
42	365	...	...	405	5,752	7
1,368	17,452	...	...	28,508	4,24,645	8
1,832	22,901	...	...	10,836	2,04,443	9
13,967	90,170	113	998	19,922	1,23,265	10
261	2,932	15	161	1,106	**9,265	11
723	9,339	...	...	16,633	2,04,456	12
2	29	...	...	14	95	13
45	692	...	...	737	5,655	14
11,404	1,65,359	...	...	26,709	3,67,528	2
2,912	93,485	...	...	8,941	2,38,332	15
...	...	...	...	2,185	1,191	17
18	109	...	...	¶557	2,676	18
24	111	...	...	77	467	19
607	3,703	...	...	2,374	18,361	20
9	59	...	...	111	765	21
47	579	...	...	321	2,572	22
191	3,561	...	...	353	7,710	7
1	29	...	...	138	1,548	25
10	60	...	...	50	304	26
...	...	..	...	2	20	34
...	...	...	...	...	...	50
36	470	...	...	395	2,583	52
12	47	...	...	17	81	
88,671	15,19,904	284	7,583	274,628	39,38,752	
81,095	14,33,953	215	4,293	260,510	42,25,478	
7,576	85,951	69	3,290	14,118	...	
...	...	...		...	2,26,726	

‖ Live-stock has been converted into tons at:—
A head of cattle, or a pony or horse ... ... = 0·25 ton.
A sheep, goat, etc. ... ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

¶ Excluding 76 tons on account of interchange of traffic.

** Excluding Rs. 62 in respect of running power share over Tangi-Narayanganj section of Eastern Bengal Railway (credited to working expenses) and Ferry earnings.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	1	2	3	4		
				Description of railway					
Main head.	Sub-head.			Gauge of railway.	Mean mileage worked.	Number of stations.	Total length of the under		
					Miles.	No.	$(a)\frac{1}{50}$ and less. Miles.	$(b)\frac{1}{51}$ to $\frac{1}{10}$. Miles.	$(c)\frac{1}{9}\frac{1}{1}$ to $\frac{1}{100}$. Miles.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		5′ 6″	1,896·63	317	...	0·55	119·84
2	(a) to (e)	Bombay, Baroda and Central India		5′ 6″	1,345·01	215	...	1·32	0·31
3	(a) and (b)	Eastern Bengal		5′ 6″	599·79	176	...	...	...
4	(a) to (c)	East Indian		5′ 6″	2,876·03	501	0·05	18·62	49·88
5	(a) to (g)	Great Indian Peninsula		5′ 6″	3,173·23	491	19·31	2·82	72·30
6	(a) to (c)	Madras and Southern Mahratta		5′ 6″	1,078·99	215	...	13·60	34·42
7	(a) and (b)	Nizam's Guaranteed State*		5′ 6″	354·20	50	...	...	79·19
8	(a) to (n)	North Western		5′ 6″	5,122·02	876	86·27	101·21	218·28
9	(a) and (b)	Oudh and Rohilkhand		5′ 6″	1,592·14	288	...	9·30	6·41
10	(a)	South Indian		5′ 6″	577·94	86	...	9·26	15·00
		3′ 3⅜″ Gauge.							
11	.....	Assam-Bengal		3′ 3⅜″	839·65	175	15·64	26·13	23·16
12	(a) and (b)	Bengal and North-Western		3′ 3⅜″	2,128·73	371	...	0·15	0·49
14	(a) and (b)	Bhavnagar State		3′ 3⅜″	249·02	41	...	0·29	1·92
2	(f) to (l)	Bombay, Baroda and Central India		3′ 3⅜″	2,250·86	326	3·40	0·23	18·75
15	(a) to (c)	Burma		3′ 3⅜″	1,598·46	316	92·97	44·22	54·60
3	(c) to (e)	Eastern Bengal		3′ 3⅜″	1,157·49	206	0·34	0·52	4·69
18	(a) to (c)	Gondal-Porbandar State		3′ 3⅜″	229·65	39	...	...	3·82
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley*		3′ 3⅜″	441·44	71	...	...	...
19	.....	Jamnagar		3′ 3⅜″	54·22	7	...	...	0·17
20	(a) to (e)	Jodhpur-Bikaner		3′ 3⅜″	1,330·32	170	...	...	...
21	.....	Junagad State		3′ 3⅜″	120·90	18	...	...	2·54
6	(d) to (l)	Madras and Southern Mahratta		3′ 3⅜″	2,090·02	325	16·25	81·33	692·22
10	(c)	Nilgiri		3′ 3⅜″	28·96	12	22·95	1·61	0·27
25	(a) and (b)	Rohilkund and Kumaon		3′ 3⅜″	568·33	97	...	6·41	8·89
10	(g)	Shoranur-Cochin		3′ 3⅜″	64·75	16	...	13·75	9·14
10	(b), (d) to (f) and (h) to (j)	South Indian		3′ 3⅜″	1,149·43	280	0·04	29·33	132·56
26	.....	Udaipur-Chitorgarh		3′ 3⅜″	68·72	11	...	...	1·10
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2′ 6″	624·00	77	...	34·65	90·77
8	(o)	Jacobabad-Kashmor		2′ 6″	76·70	7	...	...	...
8	(p)	Kalka-Simla		2′ 6″	59·92	21	6·00	2·38	9·94
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		2′ 6″	102·15	21	...	...	29·14
10	(k)	Morappur-Hosur		2′ 6″	73·40	10	...	25·06	7·46
1	(g)	Purulia-Ranchi		2′ 6″	115·30	19	...	9·57	31·84
1	(h)	Raipur-Dhamtari		2′ 6″	56·94	14	0·51	...	...
10	(l)	Tirupattur-Krishnagiri		2′ 6″	25·38	5	...	8·21	2·29
8	(s)	Trans Indus (Kalabagh-Bannu)		2′ 6″	131·57	19	0·36	0·08	16·64
		2′ 0″ Gauge.							
21	(f)	Pipar-Bilara Light		2′ 0″	25·25	4	...	...	0·68

*Figures for 2nd half are not available.

DIX 12.

during each half of the financial year 1916-17.

prepare these statistics.]

5				6		7		8		9		10		Number.
WORKED.				FINANCIAL RESULTS.				OUTLAY, EARNINGS AND EXPENSES. (Exclusive of Steam-boat Service.)						
noted gradients.		Steepest gradient worked.		Percentage of net earnings (including steam boat traffic) on capital outlay on lines open and partly open, *i.e.*, on the mileage earning revenue.		Percentage of net earnings on paid up capital.		Capital outlay per mile open.		Total earnings per mile open per week.		Total working expenses per mile open per week.		Main head.
(*d*) $\frac{1}{101}$ to $\frac{1}{200}$.	(*e*) $\frac{1}{201}$ to $\frac{1}{300}$	(*a*) Length.	(*b*) Inclination.	Per cent.		Per cent.		Rs.		Rs.		Rs.		
Miles.	Miles.	Miles.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
624·65	150·47	0·55	1/80	3·59	3·61	3·59	3·61	1,83,680	1,84 392	471	503	208	237	1
261·93	98·03	...	...	4·01	5·14	...	...	2,10,159	2,10,737	588	703	256	276	2
...	7·69	3·72	3/00	2·47	1·99	...	...	3,78,068	3,59,249	740	722	350	420	3
221·55	177·95	0·15	1/50	4·88	4·80	...	...	2,66,195	2,74,014	779	780	278	296	4
809·62	279·52	5·99	1/37	3·03	3·92	...	...	2,18,234	2,19,982	593	676	338	344	5
191·05	113·28	0·80	1/60	3·99	4·02	*3·66	3·54	1,71,467	1,72,452	532	540	263	267	6
110·99	18·22	2·52	1/00	†3·41	...	†3·02	...	1,56,944	...	375	...	166	...	7
231·53	122·96	5·60	1/25	2·99	3·19	...	...	1,74,070	1,74,500	388	421	189	210	8
19·15	22·56	2·25	1/75	3·34	3·69	...	...	1,31,179	1,31,769	308	329	135	138	9
86·75	39·19	1·42	1/62	2·99	3·87	...	...	1,57,614	1,57,767	408	439	222	198	10
95·77	26·42	9·83	1/37	0·58	0·37	...	..	1,77,951	1,78,208	162	153	118	124	11
4·13	7·77	0·15	1/80	3·33	3·99	...	...	84,394	84,572	186	213	75	76	12
67·18	27·57	0·96	1/100	2·84	3·68	...	...	53,292	53,208	125	146	65	69	14
380·74	230·11	...	...	4·96	5·67	...	...	80,833	80,544	299	318	139	134	2
159·70	144·45	9·81	1/25	2·43	3·05	...	...	1,30,400	1,30,511	271	321	144	161	15
48·63	43·13	0·82	1/80	2·18	3·09	...	...	1,13,438	1,14,499	229	285	133	146	3
75·82	35·37	3·82	1/100	2·69	3·67	...	...	47,192	47,334	118	142	66	72	18
250·00	15·31	26·47	1/133	2·21	...	2·20	...	80,315	...	156	...	92	...	7
9·54	6·38	0·19	1/100	2·90	3·17	...	...	46,890	46,890	118	125	69	71	19
266·33	120·26	1·17	1/130	5·08	5·62	...	...	28,048	28,062	119	117	62	54	20
30·43	15·20	2·54	1/100	2·31	3·43	...	...	51,209	51,791	102	139	62	59	21
336·16	117·53	16·25	1/40	3·16	2·76	*3·66	3·54	81,238	81,373	203	199	103	111	6
0·18	..	0·27	1/12	1·54	1·67	...	...	2,82,221	2,81,756	519	517	347	331	10
14·61	23·22	3·31	1/70	3·28	3·59	...	...	63,304	63,187	142	148	61	60	25
7·45	3·08	13·75	1/80	*2·65	3·16	...	...	1,09,087	1,07,772	211	256	97	119	10
245·73	104·21	0·04	1 50	5·13	4·23	...	...	1,04,416	1,04,638	410	383	187	199	10
30·75	6·98	0·46	1'100	3·80	4·62	...	...	33,788	33,834	101	109	53	50	26
127·95	33·29	0·08	1/73	0·62	0·28	0·62	0·28	64,535	63,869	68	68	53	61	1
2·57	...	2·57	1·200	2·28	2·05	...	...	29,047	29,408	39	35	14	12	8
8·40	...	28·01	1/33	2·17	1·59	...	...	3,30,417	3,29,688	523	472	249	270	8
30·33	19·21	0·39	1/86	0·80	0·69	...	...	69,065	67,548	91	85	70	67	8
16·29	2·00	14·90	1·69	0·21	0·27	...	...	40,351	40,280	45	44	42	40	10
33·69	5·59	9·57	1/80	1·67	2·56	1·67	2·56	63,236	63,677	87	112	46	50	1
17·83	2·55	0·51	1 50	2·59	2·43	2·59	2·43	26,174	26,216	57	53	31	28	1
4·15	0·21	7·18	1·67	1·28	1·09	...	...	42,530	42,530	60	57	39	39	10
12·80	6·12	0·36	1/50	0·31	—0·10	...	...	65,073	67,985	51	54	45	64	8
2·97	3·30	0·68	1/100	0·30	1·36	...	...	11,491	11,491	20	19	19		2

* For both 5′ 6″ and 3′ 3¾″ gauges.
† For Nizam's Guaranteed State railway only.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	11		12		13	
				Outlay, earnings and expenses					
Main head.	Sub-head.			Total earnings per train-mile. Rs.		Total working expenses per train-mile. Rs.		Net earnings per train-mile. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		4·58	5·00	2·02	2·36	2·56	2·64
2	(a) to (e)	Bombay, Baroda and Central India		5·28	6·37	2·30	2·50	2·98	3·87
3	(a) and (c)	Eastern Bengal		4·92	5·46	2·33	3·18	2·59	2·28
4	(a) to (d)	East Indian		4·12	4·32	1·47	1·64	2·65	2·68
5	(a) to (g)	Great Indian Peninsula		3·91	4·74	2·23	2·41	1·68	2·33
6	(a) to (c)	Madras and Southern Mahratta		4·95	5·44	2·45	2·69	2·50	2·75
7	(a) and (b)	Nizam's Guaranteed State *		4·65	...	2·06	...	2·59	...
8	(a) to (n)	North Western		4·59	5·53	2·23	2·63	2·36	2·90
9	(a) and (b)	Oudh and Rohilkhand		4·43	5·31	1·95	2·23	2·48	3·08
10	(a)	South Indian		4·32	4·86	2·35	2·19	1·97	2·67
		3′ 3½″ Gauge.							
11	.....	Assam-Bengal		3·58	3·62	2·60	2·94	0·98	0·68
12	(a) and (b)	Bengal and North-Western		3·36	3·84	1·35	1·37	2·01	2·47
14	(a) and (b)	Bhavnagar State		3·37	3·95	1·75	1·86	1·62	2·09
2	(f) to (l)	Bombay, Baroda and Central India		3·75	4·22	1·74	1·78	2·01	2·44
15	(a) to (c)	Burma		4·27	4·88	2·26	2·45	2·01	2·43
3	(c) to (e)	Eastern Bengal		3·36	4·13	1·95	2·12	1·41	2·01
18	(a) to (c)	Gondal-Porbandar State		3·09	3·61	1·74	1·83	1·35	1·78
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley *		3·34	...	1·98	...	1·36	...
19	.....	Jamnagar		4·07	4·60	2·36	2·61	1·71	1·99
20	(a) to (e)	Jodhpur-Bikaner		3·11	3·13	1·63	1·45	1·48	1·68
21	.....	Junagad State		3·50	3·85	1·98	1·77	1·52	2·08
6	(d) to (l)	Madras and Southern Mahratta		3·11	3·08	1·57	1·72	1·54	1·36
10	(c)	Nilgiri		6·46	7·50	4·33	4·80	2·14	2·70
25	(a) and (b)	Rohilkund and Kumaon		3·73	4·06	1·61	1·63	2·11	2·43
10	(g)	Shoranur-Cochin		3·10	3·28	1·43	1·53	1·67	1·75
10	(b), (d) to (f) and (h) to (j)	South Indian		3·59	3·65	1·64	1·89	1·95	1·75
26	.....	Udaipur-Chitorgarh		3·25	3·67	1·69	1·68	1·56	1·99
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2·34	2·22	1·81	2·00	0·53	0·22
8	(o)	Jacobabad-Kashmor		2·43	2·48	0·86	0·85	1·57	1·63
8	(p)	Kalka-Simla		6·11	5·40	2·91	3·09	3·20	2·31
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		1·61	1·90	1·24	1·50	0·37	0·40
10	(k)	Morappur-Hosur		1·24	1·24	1·14	1·12	0·09	0·12
1	(g)	Purulia-Ranchi		2·68	2·68	1·42	1·18	1·26	1·50
1	(h)	Raipur-Dhamtari		2·84	2·85	1·54	1·53	1·30	1·32
10	(l)	Tirupattur-Krishnagiri		2·10	1·99	1·35	1·36	0·74	0·63
8	(s)	Trans-Indus (Kalabagh-Bannu)		2·06	2·22	1·79	2·63	0·27	−0·41
		2′ 0″ Gauge.							
21	(f)	Pipar-Bilara Light		0·95	1·04	0·09	0·70	0·60	0·34

* Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

14		15		16		17		18		19		20		Number.
(Exclusive of Steam-boat Service)—*concld.*								Division of expenditure between coaching and goods traffic.						
Cost per 1,000 gross ton-miles moved (freight and dead weight). Rs.		Percentage of total working expenses on total earnings. Per cent.		Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores. Per cent.		Inclusive of steam-boat service. Percentage of total working expenses on total earnings (for details see items 123-129). Per cent.		Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of rupees).		Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)— Coaching (in thousands of rupees).		Goods (in thousands of rupees).		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
3·47	4·09	44·05	47·17	42·12	45·67	44·85	47·94	97,53	1,11,77	20,42	23,50	77,11	88,27	1
4·44	4·66	43·51	39·29	41·53	38·01	43·51	39·29	79,15	86,21	29,10	31,06	50,05	55,15	2
493	5·94	47·27	58·22	47·41	58·31	47·27	58·22	49,03	62,91	24,23	25,36	24,80	37,55	3
2·32	2·55	35·71	37·92	33·91	36·47	35·65	37·92	1,93,61	2,14,70	41,86	44,68	1,51,75	1,70,02	4
4·64	4·80	56·98	50 90	54·87	48·58	56·98	50·90	2,72,57	2,76,67	83,65	82,47	1,88,92	1,94,20	5
5·02	5·18	49·48	49·43	47·32	47·20	49 48	49·43	71,45	72,08	25,75	25,36	45,70	46,72	6
4·84	...	44·32	...	43·96	...	44·32	...	13,80	...	4,52	...	9,28	...	
4·60	4·84	48·70	47·48	46·06	45·70	48·73	47·45	2,46,18	2,46,53	94,79	92,41	1,51,39	1,54,12	
3·84	4·25	43·99	42·07	42·23	40·36	43·99	42·07	50,13	50,70	22,11	21,50	28,02	29,20	9
5·70	4·82	54·43	45·14	53·55	44·13	54·43	45·14	21,59	18,68	10,70	8,13	10,89	10,55	10
8·59	10·08	72·84	81·18	72·27	80·96	73·79	82·51	21,50	24,35	8,98	9,86	12,52	14,49	11
5·19	4·94	40·16	35·75	38·84	34·66	41·60	38·01	39,68	40,08	19,39	17,70	20,29	22,38	12
8·75	8·85	51·99	47·10	51·67	46·95	51·99	47·10	3,83	3,91	2,14	2,17	1,69	1,74	13
6·24	6·17	46·50	42·22	45·44	41·57	44·50	42·22	77,86	76,02	30,54	28,16	47,32	47,86	2
7·50	7·68	52·92	50·20	52·00	49·00	53·53	50·78	56,35	64,42	22,17	22,84	33,18	41,58	15
6·96	7·15	57·96	51·35	54·54	48·45	58·68	52·46	38,19	41,29	18,06	17,32	20,13	23,97	3
9·61	9·26	56·25	50·66	55·86	50·16	56·25	50·66	3,74	4,13	2,14	2,15	1,60	1,98	18
8·24	...	59·09	...	57·26	...	59·09	...	9,80	...	5,62	...	4,18	...	7
13·82	16·03	58·00	56·81	57·62	56·80	58·00	56·81	92	97	60	69	32	28	19
6·23	5·52	52·41	46·31	51·13	45·30	52·41	46·31	20,73	17,51	6,89	6,15	13,84	11,36	20
10·70	9·72	56·57	45·90	56·39	45·97	56·57	45·90	1,87	1,79	101	95	86	84	21
6·93	7·55	50·54	55·95	48·90	53·63	50·54	55·95	54,62	58,79	21,73	22,49	32,89	36,30	6
47·80	52·07	66·92	63·96	65·82	63·11	66·92	63 96	2,56	2,46	1,51	1,51	1,05	95	10
6·65	6·33	43·26	40·16	42·68	39·32	42·13	39·71	8,77	8,52	4,23	3,62	4,54	4,90	25
7·29	7·49	46·07	46·63	46·00	46·53	47·03	48·00	1,61	1,98	78	81	83	1,17	10
6·57	7·37	45·72	51·91	45·11	51·14	46·65	53·39	53,52	56,47	27,16	26,47	26,36	30,00	10
9·23	8·89	52·01	45·82	51·94	45·74	52·01	45·82	90	83	55	58	35	25	26
8·13	9·33	77·31	89·89	76·52	89·57	77·31	89·89	8,38	9,86	3,83	4,59	4,55	5,27	1
7·38	7·12	35·45	34·37	35·45	34·37	35·45	34·37	28	24	12	12	16	12	8
30·90	34·95	47·65	57·33	47·48	56·93	47·65	57·33	3,78	4,11	1,98	1,90	1,80	2,21	8
15·11	17·60	76·91	78·86	76·88	78·65	76·91	78·86	1,85	1,76	1,05	1,07	80	69	8
10·57	10·71	92·60	90·35	92·55	90·28	92·60	90·35	79	76	60	56	19	20	10
7·22	6·21	53·04	44·18	52·95	43·67	53·04	44·18	1,36	1,48	81	1,00	55	48	1
11·88	12·55	54·06	53·73	53·13	53·25	54·06	53·73	45	42	14	15	31	27	1
11·57	12·12	64·52	68·31	64·52	68·28	64·52	68·31	26	26	17	17	9	9	10
13·54	17·40	86·90	118·27	86·82	118·42	85·19	104·20	1,47	2,26	86	1,31	61	95	8
30·55	23·26	93·40	67·54	93·19	66·88	93·40	67·54	13	8	6	4	7	4	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	21		22		23	
				COACHING					
				GROSS RECEIPTS AND TRAIN-MILEAGE.					
Main head.	Sub-head.			Receipts from coaching traffic (in thousands of rupees).		Coaching train-miles run (in thousands). No.		Average coaching receipts per train-mile. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		62,47	65,30	1,889	1,788	3·31	3·65
2	(*a*) to (*e*)	Bombay, Baroda and Central India		71,88	78,77	1,918	1,849	3·75	4·26
3	(*a*)and (*b*)	Eastern Bengal		44,71	45,09	1,452	1,297	3·08	3·48
4	(*a*) to (*c*)	East Indian		1,67,97	1,74,83	4,837	4,690	3·47	3·73
5	(*a*) to (*g*)	Great Indian Peninsula		1,68,36	1,74,61	5,439	5,124	3·10	3 41
6	(*a*) to (*c*)	Madras and Southern Mahratta		61,89	59,92	1,457	1,394	4·25	4·30
7	(*a*) and (*b*)	Nizam's Guaranteed State*		9,15	...	331	...	2·77	...
8	(*a*) to (*n*)	North Western		2,21,70	2,35,23	6,309	5,588	3·51	4·21
9	(*a*) and (*b*)	Oudh and Rohilkhand		63,16	59,76	1,751	1,470	3 61	4·06
10	(*a*)	South Indian		19,43	18,93	645	554	3·01	3·42
		3′ 3⅜″ GAUGE.							
11	...	Assam-Bengal		13,57	15,69	442	406	3·07	3·86
12	(*a*) and (*b*)	Bengal and North-Western		55,48	57,09	1,737	16,16	3·19	3·53
14	(*a*) and (*b*)	Bhavnagar State.		4,67	5,31	166	163	2·81	3·25
2	(*f*) to (*l*)	Bombay, Baroda and Central India		74,26	72,11	2,116	1,971	3·51	3·66
15	(*a*) to (*c*)	Burma		46,96	52,70	1,255	1,185	3·74	4·45
3	(*c*) to (*e*)	Eastern Bengal		35,22	44,00	1,270	1,203	2·77	3·66
18	(*a*) to (*c*)	Gondal-Porbandar State		4,90	4,99	137	139	3·13	3·60
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley*		8,73	...	369	...	2·37	...
19	...	Jamnagar		1,24	1.30	28	29	4·39	4·55
20	(*a*) to (*e*)	Jodhpur-Bikaner		17,13	17,83	569	559	3·01	3·19
21	...	Junagad State		2,13	2,34	52	55	4·10	4·28
6	(*d*) to (*l*)	Madras and Southern Mahratta		45,76	42,18	1,507	1,479	3·04	2·85
10	(*c*)	Nilgiri		1,92	1,96	34	32	5·63	6·06
25	(*a*) and (*b*)	Rohilkund and Kumaon		10,42	9,19	300	264	3·23	3 48
10	(*g*)	Shoranur-Cochin		1.93	2.16	68	66	2·84	3·27
16	(*b*),(*d*) to (*f*) and (*h*) to (*j*)	South Indian		71,68	62,09	1,948	1,719	3·68	3·61
26	...	Udaipur-Chitorgarh		94	1,08	33	36	2·82	2·98
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		5,49	5,02	239	262	2·29	1·92
8	(*o*)	Jacobabad-Kashmor		47	45	17	18	2·74	2·51
8	(*p*)	Kalka-Simla		5,48	4,16	71	60	7·75	6·88
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		1,83	1,52	87	75	2·10	2·03
10	(*k*)	Morappur-Hosur		62	59	53	51	1·17	1·15
1	(*g*)	Purulia-Ranchi		1,59	2,33	55	83	2·90	2·81
1	(*h*)	Raipur-Dhamtari		48	43	13	13	3·65	3·20
10	(*l*)	Tirupattur-Krishnagiri		28	24	12	12	2·24	1·95
8	(*s*)	Trans-Indus (Kalabagh-Bannu).		1,19	1,23	50	54	2·35	2·29
		2′ 0″ GAUGE.							
21	(*f*)	Pipar-Bilara Light		9	9	10	9	0·95	1·03

* Figures for 2nd half are not available.

DIX 12—*continued*

during each half of the financial year 1916-17.

prepare these statistics.]

24	25	26	27	28	29	30	Number.
TRAFFIC.							
UNITS AND UNIT-MILEAGE.							
Number of units carried one mile (in thousands).						Average sum received for carrying a unit one mile.	Main head.
1st class. Unit-miles.	2nd class. Unit-miles.	3rd or intermediate class. Unit-miles.	4th or lowest class. Unit-miles.	Total passenger unit-mileage. Unit-miles.	Other coaching traffic. Ton-miles.	1st class. Pies.	
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
2,489 / 3,599	6,240 / 7,922	19,658 / 19,719	364,433 / 368,480	392,820 / 399,720	4,414 / 4,901	12·80 / 12·86	1
2,366 / 3,456	17,612 / 20,204	34,645 / 42,231	450,483 / 463,857	505,056 / 529,748	8,010 / 9,518	11·76 / 13·13	2
2,334 / 1,826	6,317 / 4,787	33,754 / 32,772	231,952 / 251,051	274,357 / 290,436	2,592 / 2,160	13·31 / 13·54	3
5,796 / 8,103	19,978 / 27,022	78,153 / 79,137	1,048,050 / 1,017,436	1,151,977 / 1,131,698	14,237 / 17,683	13·26 / 13·06	4
10,647 / 13,974	88,914 / 84,887	10,041 / 11,100	855,318 / 804,145	964,920 / 914,106	22,982 / 25,404	11·03 / 11·68	5
2,320 / 2,821	9,906 / 10,914	7,821 / 6,960	379,115 / 340,157	399,162 / 360,852	6,101 / 6,148	14·39 / 14·77	6
360 / ...	3,334 / ...	12,152 / ...	41,167 / ...	57,013 / ...	826 / ...	12·15 / ...	7
6,708 / 10,552	36,019 / 40,366	77,462 / 91,329	1,322,707 / 1,291,387	1,442,896 / 1,433,634	21,704 / 27,241	11·88 / 11·49	8
2,049 / 1,954	9,267 / 10,759	32,933 / 31,353	367,223 / 335,288	411,472 / 379,454	3,368 / 3,699	15·10 / 14·97	9
1,073 / 1,050	4,966 / 4,062	... / ...	149,489 / 123,525	155,528 / 128,637	1,385 / 1,592	11·58 / 11·10	10
492 / 602	846 / 965	3,369 / 5,143	79,133 / 86,772	83,840 / 93,482	573 / 719	13 44 / 14·67	11
489 / 655	2,584 / 2,845	9,220 / 9,005	483,350 / 494,589	495,592 / 507,094	1,467 / 1,900	12 30 / 12 07	12
43 / 77	573 / 870	... / ...	26,484 / 29,661	27,050 / 30,608	126 / 143	12·00 / 11·57	14
963 / 1,404	6,191 / 7,211	16,215 / 17,363	617,653 / 569,500	641,022 / 595,478	5,069 / 6,666	14·48 / 14·63	2
2,028 / 2,413	4,877 / 6,059	... / ...	256,617 / 284,480	263,522 / 292,952	1,872 / 2,171	15·40 / 14·08	15
683 / 921	2,321 / 3,086	19,521 / 26,048	192,369 / 256,546	214,894 / 286,601	2,678 / 2,121	14·14 / 13·96	3
68 / 68	692 / 817	... / ...	23,505 / 26,659	24,265 / 27,544	113 / 116	16·71 / 16 65	18
210 / ...	1,963 / ...	... / ...	63,702 / ...	65,880 / ...	427 / ...	10·74 / ...	7
18 / 14	146 / 184	... / ...	5,298 / 5,608	5,462 / 5 806	62 / 58	18·00 / 18·00	19
213 / 383	1,324 / 1,697	4,556 / 5,567	129,568 / 133,995	135,661 / 141,642	961 / 1,034	16·02 / 16·42	20
28 / 35	377 / 476	... / ...	11,933 / 12,985	12,338 / 13,496	50 / 53	12·00 / 12 00	21
1,174 / 1,328	6,795 / 6,493	1,515 / 1,605	340,198 / 307,108	349,682 / 316,534	2,422 / 2,242	14·63 / 14·42	6
452 / 333	... / ...	... / ...	3,029 / 2,635	3,481 / 2,968	39 / 50	19·83 / 21·14	10
235 / 148	725 / 633	949 / 780	74,958 / 67,643	76,867 / 69,204	310 / 275	30·06 / 25·90	25
84 / 93	473 / 370	... / ...	15,858 / 16,244	16,415 / 16,707	52 / 58	11·96 / 12·12	10
1,496 / 1,836	13,532 / 10,589	... / ...	652,378 / 484,359	667,406 / 496,784	2,362 / 2,201	11·32 / 11·98	10
11 / 25	60 / 95	95 / 51	7,818 / 8,818	7,984 / 8,989	39 / 46	18·00 / 18·00	26
55 / 64	262 / 260	856 / 696	36,399 / 32,475	37,572 / 33,495	191 / 196	14·89 / 16·44	1
3 / 2	19 / 24	125 / 96	2,161 / 2,088	2,308 / 2,210	11 / 7	19·93 / 19·68	8
494 / 249	704 / 651	418 / 267	3,065 / 2,377	4,681 / 3.544	138 / 131	47·10 / 49·34	8
41 / 41	177 / 127	394 / 321	11,591 / 9,506	12,203 / 9,995	69 / 78	12 69 / 12·62	8
22 / 17	... / ...	... / ...	5,804 / 5,191	5,826 / 5,208	8 / 9	11·91 / 12·11	10
80 / 81	199 / 210	473 / 457	8,372 / 14,535	9,124 / 15,283	61 / 88	15·17 / 15·42	1
2 / 3	22 / 25	69 / 64	2,752 / 2,417	2,845 / 2,508	9 / 11	15·09 / 17·26	1
5 / 6	... / ...	... / ...	2,635 / 2,171	2,640 / 2,177	6 / 5	11·71 / 12·22	10
38 / 51	133 / 78	213 / 180	8,307 / 7,918	8,691 / 8,227	30 / 67	13·20 / 12 91	8
... / ...	3 / 3	... / ...	738 / 759	741 / 762	2 / 3	18·00 / 18·00	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	31		32		33	
				COACHING					
				UNITS AND UNIT-					
Main head.	Sub-head.			Average sum received for carrying					
				2nd class. Pies.		3rd or intermediate class. Pies.		4th or lowest class. Pies.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		6·56	6·57	3·24	3·25	2·44	2·44
2	(a) to (e)	Bombay, Baroda and Central India		5·05	5·58	2·67	2·67	2·09	2·07
3	(a) and (b)	Eastern Bengal		6·44	6·62	2·87	2·85	2·47	2·48
4	(a) to (c)	East Indian		5·57	5·77	3·15	3·17	2·22	2·23
5	(a) to (g)	Great Indian Peninsula		3·65	3·61	4·59	4·50	2·36	2·44
6	(a) to (c)	Madras and Southern Mahratta		5·81	5·90	3·38	3·54	2·25	2·36
7	(a) and (b)	Nizam's Guaranteed State*		4·35	...	2·72	...	2·33	...
8	(a) to (n)	North Western		4·24	4·42	3·23	3·18	2·37	2·39
9	(a) and (b)	Oudh and Rohilkhand		5·34	5·19	3·04	3·04	2·44	2·44
10	(a)	South Indian		4·60	5·46	...	...	1·94	2·23
		3′ 3¾″ GAUGE.							
11	.....	Assam-Bengal		6·98	7·35	2·91	2·18	2·68	2·79
12	(a) and (b)	Bengal and North-Western		5·72	5·71	3·03	3·08	1·98	1·96
14	(a) and (b)	Bhavnagar State		6·00	5·68	...	...	3·00	3·00
2	(f) to (l)	Bombay, Baroda and Central India		6·03	6·39	2·79	2·79	1·91	1·91
15	(a) to (c)	Burma		7·96	7·69	...	...	2·98	3·00
3	(c) to (e)	Eastern Bengal		6·23	6·69	2·86	2·84	2·52	2·52
18	(a) to (c)	Gondal-Porbandar State		6·36	7·30	...	...	3·03	3·09
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley*		4·72	...	...	...	2·19	...
19	.....	Jamnagar		9·00	9·00	...	...	3·75	3·75
20	(a) to (e)	Jodhpur-Bikaner		7·64	7·71	2·96	2·84	2·04	1·99
21	.....	Junagad State		6·00	6·00	...	...	3·00	3·00
6	(d) to (l)	Madras and Southern Mahratta		6·11	6·41	3·93	3·91	2·07	2·09
10	(c)	Nilgiri		...	...	...	...	5·02	5·35
25	(a) and (b)	Rohilkund and Kumaon		13·14	12·33	4·52	4·29	2·15	2·16
10	(g)	Shoranur-Cochin		5·13	6·07	...	...	1·95	2·17
10	(b), (d) to (f) and (h) to (j)	South Indian		4·77	5·90	...	...	1·84	2·10
26	.....	Udaipur-Chitorgarh		8·84	8·94	3·00	3·00	1·99	1·99
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		7·13	7·46	3·45	3·60	2·55	2·55
8	(o)	Jacobabad-Kashmor		11·49	10·67	4·94	4·88	3·54	3·57
8	(p)	Kalka-Simla		20·29	17·52	18·52	17·84	10·50	10·50
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		5·78	6·00	3·19	3·18	2·50	2·50
10	(k)	Morappur- Hosur		...	...	...	...	1·93	2·02
1	(g)	Purulia-Ranchi		7·32	7·56	3·72	3·91	2·80	2·51
1	(h)	Raipur-Dhamtari		7·94	8·29	4·33	4·33	3·00	3·00
10	(l)	Tirupattur-Krishnagiri		...	...	...	...	1·91	2·00
8	(s)	Trans-Indus (Kalabagh-Bannu)		4·46	5·51	3·23	3·23	2·36	2·38
		2′ 0″ GAUGE.							
21	(f)	Pipar-Bilara Light		8·32	8·01	...	...	2·25	2·25

* Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

34	35	36	37	38	39	40	
TRAFFIC—*contd.*							NUMBER.
MILEAGE—*contd.*							
a unit one mile—*concld.*		Average number of units in a train.					
Average for all classes. Pies.	Other coaching traffic per ton-mile. Pies.	1st class. No.	2nd class. No.	3rd or intermediate class. No.	4th or lowest class. No.	Total passenger units. No.	Main head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
2·61 / 2·66	39·09 / 38·97	1·32 / 2·02	3·30 / 4·43	10·41 / 11·03	192·95 / 206·11	207·98 / 223·59	1
2·28 / 2·34	28·62 / 28·64	1·23 / 1·87	9·18 / 10·93	18·07 / 22·85	234·86 / 250·92	263·34 / 286·57	2
2·71 / 2·66	44·72 / 43·02	1·61 / 1·41	4·35 / 3·69	23·24 / 25·27	159·71 / 193·55	188·91 / 223·92	3
2·40 / 2·46	32·25 / 32·29	1·20 / 1·73	4·13 / 5·76	16·15 / 16·87	216·66 / 216·93	238·14 / 241·32	4
2·60 / 2·72	31·65 / 34·26	1·96 / 2·73	16·35 / 16·57	1·85 / 2·16	157·25 / 156·95	177·41 / 178·41	5
2·43 / 2·59	35·55 / 35·38	1·59 / 2·02	6·80 / 7·83	5·37 / 4·99	260·18 / 243 96	273·94 / 258 80	6
2·59 / ...	33·92 / ...	1·09 / ...	10·07 / ...	... / ...	161·18 / ...	172·34 / ...	7
2·50 / 2·56	29·74 / 30·88	1·06 / 1·89	5·71 / 7·23	12·28 / 16·34	209·65 / 231·10	228·70 / 256·56	8
2·62 / 2·63	40·41 / 40·41	1·17 / 1·33	5·29 / 7·32	18·81 / 21·32	209·69 / 228·14	234·96 / 258·11	9
2·09 / 2·40	34·50 / 34·17	1·69 / 1·90	7·70 / 7·33	... / ...	231·79 / 222·90	241·15 / 232·13	10
2·82 / 2·89	42·78 / 42·78	1·11 / 1·48	1·91 / 2·37	7·61 / 12·66	178·84 / 213 46	189·47 / 229·97	11
2·03 / 2·02	41·87 / 38·79	0·28 / 0·41	1·46 / 1·76	5·31 / 5·57	278·30 / 306 14	285·35 / 213·88	12
3·08 / 3·09	50·38 / 51·26	0·26 / 0·47	3·45 / 5·33	... / ...	159·15 / 161·60	162·86 / 187·40	14
1·99 / 2·02	29·03 / 26·92	0·45 / 0·71	2·93 / 3·66	7·66 / 8·81	291·88 / 288 96	302·92 / 302·14	2
3·17 / 3·19	35·28 / 35·54	1·62 / 2·04	3·89 / 5·11	... / ...	204·55 / 240·02	210·06 / 247·17	15
2·62 / 2·62	41·91 / 43·29	0·54 / 0 76	1·83 / 2·57	15·37 / 21·65	151·46 / 213·20	169·20 / 238·18	3
3·16 / 3·25	52·02 / 54·27	0·49 / 0·49	5·04 / 5·90	... / ...	171·13 / 192·38	176 66 / 198·77	18
2·30 / ...	38·22 / ...	0·57 / ...	5·33 / ...	... / ...	172·66 / ...	178·56 / ...	7
3·94 / 3·95	35·77 / 36·31	0·65 / 0·48	5·17 / 6·42	... / ...	188·12 / 195·85	193·94 / 202·75	19
2·15 / 2·13	38·76 / 38·81	0·37 / 0·69	2·33 / 3·08	8·01 / 9·96	227·77 / 239·64	238·48 / 253·32	20
3·11 / 3·13	51·21 / 51·43	0·55 / 0·63	7·25 / 8·70	... / ...	229·52 / 237·20	237·32 / 246·53	21
2·20 / 2·24	44·66 / 44·67	0·78 / 0·90	4·51 / 4·39	1·00 / 1·05	225·80 / 207·63	232·09 / 214·30	6
6·94 / 7·13	324·19 / 333·28	13·21 / 10·27	... / ...	... / ...	88·55 / 81·21	1 01·76 / 91·48	10
2·37 / 2·33	57·30 / 54·97	0·78 / 0·56	2·41 / 2·39	3·16 / 2·95	249·50 / 255·81	255·85 / 261·71	25
2·10 / 2·31	49·41 / 49·05	1·24 / 1·40	6·97 / 5·60	... / ...	233·64 / 245·84	241·85 / 252·84	10
1·92 / 2·22	39·28 / 40·40	0·77 / 1·07	6·95 / 6·16	... / ...	334·96 / 281·82	342·68 / 289 05	10
2·08 / 2·11	34·43 / 36·42	0·35 / 0·68	1·79 / 2·61	2·88 / 1·42	235·77 / 243·84	240·79 / 248·05	26
2·62 / 2·63	37·06 / 41·90	0·23 / 0·24	1·09 / 0·99	3·57 / 2·66	152·06 / 124 02	156·95 / 127·91	1
3·61 / 3·68	45·08 / 56·04	0·14 / 0·13	1·13 / 1·35	7·29 / 5·36	125·97 / 117·02	134·53 / 123·86	8
16·55 / 15·08	199·88 / 201·82	6·99 / 4·13	9·96 / 10·76	5·92 / 4·41	43·35 / 39·32	66·22 / 58 62	8
2·60 / 2·61	49·61 / 40·76	0·46 / 0·55	2·93 / 1·69	4·51 / 4·27	132·67 / 126·57	139·67 / 133·08	8
1·97 / 2·06	58·86 / 59·07	0·41 / 0·34	... / ...	... / ...	109·11 / 102·35	109·52 / 102·69	10
3·05 / 2·69	42·12 / 42·09	1·47 / 0·98	3·64 / 2·58	8·67 / 5·50	153·41 / 175·03	167·19 / 184·04	1
3·08 / 3·10	43·50 / 43·57	0·16 / 0·19	1·70 / 1·85	5·29 / 4·73	210·63 / 179·51	217·78 / 186 28	1
1·92 / 2·03	39·53 / 42·78	0·38 / 0·47	... / ...	... / ...	214·02 / 176·22	214·40 / 176·69	10
2·46 / 2·49	45·53 / 46·96	0·75 / 0·95	2·65 / 1·45	4·21 / 3·35	164·73 / 147·21	172·34 / 152 96	8
2· / 2·27	25·65 / 27·27	... / 0·01	0·29 / 0·30	... / ...	77·25 / 83·46	77·54 / 83·77	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	41		42		43	
				COACHING					
				UNITS AND UNIT MILEAGE—*concld.*		VEHICLES AND VEHICLE			
				Average number of units in a train—*concld.*		Number of coaching vehicles			
Main head.	Sub-head.			Other coaching traffic. Tons.		1st class. Vehicle miles.		2nd class. Vehicle miles.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		2·34	2·74	2,492	2,540	2,110	2,093
2	(*a*) to (*e*)	Bombay, Baroda and Central India		4·18	5·15	1,947	1,964	3,987	4,286
3	(*a*) and (*b*)	Eastern Bengal		1·78	1 67	2,120	1,667	1,872	1,540
4	(*a*) to (*c*)	East Indian		2·94	3·77	5,150	5,685	8,018	8,860
5	(*a*) to (*g*)	Great Indian Peninsula		4·23	4·96	9,098	9,195	7,974	7,743
6	(*a*) to (*c*)	Madras and Southern Mahratta		4·19	4·41	1,555	1,477	2,052	1,987
7	(*a*) and (*b*)	Nizam's Guaranteed State*		2·50	...	396	...	537	...
8	(*a*) to (*n*)	North Western		3·44	4·88	8,482	8,158	7,154	6,813
9	(*a*) and (*b*)	Oudh and Rohilkhand		1·92	2·52	2,443	2,023	2,363	2,069
10	(*a*)	South Indian		2·15	2 87	526	457	673	700
		3′ 3⅜″ GAUGE.							
11	.....	Assam-Bengal		1·29	1·77	803	798	800	791
12	(*a*) and (*b*)	Bengal and North-Western		0·84	1·18	3,235	3,132	2,906	2,803
14	(*a*) and (*b*)	Bhavnagar State		0·76	0·87	206	220	257	267
2	(*f*) to (*l*)	Bombay, Baroda and Central India		2·40	3·38	2,528	2,586	2,585	2,548
15	(*a*) to (*c*)	Burma		1·49	1·83	1,890	1,996	1,974	2,023
3	(*c*) to (*e*)	Eastern Bengal		2·11	1·76	2,436	1,744	885	793
18	(*a*) to (*e*)	Gondal-Porbandar State		0·82	0·84	175	193	247	269
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley*		1·16	...	355	...	621	...
19	.....	Jamnagar		2·20	2·02	51	54	47	48
20	(*a*) to (*e*)	Jodhpur-Bikaner		1·69	1·85	670	770	663	764
21	.....	Junagad State		0·96	0 97	81	85	109	119
6	(*d*) to (*l*)	Madras and Southern Mahratta		1·64	1·52	1,951	2,065	2,157	2,184
10	(*c*)	Nilgiri		1·15	1·53	59	50	...	...
25	(*a*) and (b)	Rohilkund and Kumaon		1·03	1·04	419	361	368	356
10	(*g*)	Shoranur-Cochin		0·76	0 88	96	89	92	87
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		1·21	1·28	2,167	1,953	2,475	2,306
26	.....	Udaipur-Chitorgarh		1·19	1·27	32	40	31	35
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·80	0·75	326	344	325	344
8	(*o*)	Jacobabad-Kashmor		0·63	0·38	13	14	114	14
8	(*p*)	Kalka-Simla		1·96	2·17	128	108	127	108
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		0·79	1·04	48	43	61	51
10	(*k*)	Morappur-Hosur		0·15	0·18	70	68	...	...
1	(*g*)	Purulia-Ranchi		1·12	1·06	85	117	94	130
1	(*h*)	Raipur-Dhamtari		0·71	0·85	16	16	16	17
10	(*l*)	Tirupattur-Krishnagiri		0·46	0·40	19	19	...	...
8	(*s*)	Trans-Indus (Kalabagh-Bannu)		0·60	1·24	42	47	43	47
		2′ 0″ GAUGE.							
21	(*f*)	Pipar-Bilara-Light		0·24	0·30	7	6	6	5

* Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

44	45	46	47	48	49	50	Number.
TRAFFIC—*contd.*							
MILEAGE.							
hauled one mile (in thousands).					Average number of vehicles in a coaching train.		

3rd or intermediate class. Vehicle miles.		4th or lowest class. Vehicle miles.		Other vehicles. Vehicle miles.		Brake-vans. Vehicle miles.		Total. Vehicle miles.		1st class. No.		2nd class. No.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2,795	2,706	15,196	14,664	2,862	2,720	2,090	1,986	27,545	26,709	1·32	1·42	1·12	1·17	1
...	...	19,476	19,681	4,291	4,534	3,831	3,847	33,532	34,312	1·01	1·06	2·08	2 32	2
3,694	3,488	12,378	10,822	3,207	3,174	1,368	1,313	24,639	22,004	1·46	1·28	1·29	1·19	3
11,336	10,686	46,128	42,181	10,234	11,033	4,366	4,216	85,232	82,661	1·06	1·21	1·66	1·89	4
1,272	1,250	45,040	41,161	8,373	9,152	6,970	6,450	78,727	74,951	1·67	1·80	1·47	1·51	5
477	520	12,604	12,238	2,663	2,642	2,009	1,708	21,360	20,572	1 07	1·06	1·41	1·42	6
...	...	2,203	...	268	...	562	...	3,966	...	1·20	...	1·62	...	7
9,031	7,840	56,750	51,781	6,850	6,239	12,194	11,649	100,461	92,480	1·34	1·46	1·13	1·22	8
3,068	2,712	15,663	13,929	2,815	2,406	2,061	1,715	28,413	24,854	1·39	1 38	1·35	1·41	9
...	...	5,122	4,607	1,091	959	595	428	7,917	7,151	0·82	0·83	1·04	1·26	10
722	741	6,702	5,905	853	886	534	463	10,419	9,584	1·81	1 96	1·81	1·95	11
3,196	3,029	31,239	30,377	461	669	4,563	4,283	45,600	44,293	1·86	1·94	1·67	1·74	12
...	...	1,764	1,770	55	62	377	370	2,659	2,689	1·24	1·35	1·55	1·63	14
...		34,435	31,524	2,615	2,660	5,833	5,309	47,996	44,627	1·19	1·31	1·22	1·29	2
...	...	19,916	19,682	1,911	1,968	1,861	1,865	27,552	27,534	1·51	1·68	1·57	1 71	15
2,589	2,698	12,389	10,690	3,344	3,695	1,479	1,297	23,122	20,917	1·92	1·45	0·70	0·66	3
...	...	1,443	1,501	112	111	310	324	2,287	2,398	1·28	1·39	1·80	1·94	18
...	...	3,823	...	165	...	351	...	5,315	...	0 96	...	1·69	...	7
...	...	341	316	14	13	67	74	520	505	1·82	1·87	1·68	1·68	19
794	782	6,903	6,736	697	774	536	500	10,263	10,376	1·18	1·38	1·16	1·37	20
...	...	688	691	20	24	156	143	1,054	1,062	1·56	1 55	2·09	2·18	21
321	212	19,937	18,630	2,172	2,103	1,863	1,844	28,401	27,038	1·30	1·40	1·43	1 48	6
...	...	128	114	66	63	1	1	254	228	1·72	1·55	...	...	10
221	211	4,430	4,065	158	182	767	620	6,363	5,795	1·40	1·36	1·22	1·35	25
...	...	663	684	56	55	139	139	1,046	1,054	1·42	1·35	1·36	1·32	10
...	...	27,539	24,113	3,981	3,582	285	209	36,446	32,163	1·11	1·14	1·27	1·34	10
26	26	450	454	7	11	98	101	644	667	0·96	1·10	0·95	0 95	26
320	327	4,285	4,374	506	523	264	282	6,036	6,194	1·36	1 31	1·36	1·31	1
27	27	245	261	6	5	18	13	323	334	0·79	0 76	0·79	0 76	8
62	46	258	242	153	204	61	29	789	737	1·81	1·79	1 80	1·78	8
56	44	720	623	22	8	121	120	1,028	889	0·55	0·56	0·70	0·68	8
...	...	756	673	91	88	35	34	952	861	1·31	1 29	...	...	10
103	157	889	1,258	151	184	86	53	1,353	1,899	1·55	1·40	1·73	1·57	1
19	19	163	147	134	13	13	13	241	225	1·24	1·22	1·24	1·22	1
...	...	187	179	25	25	8	8	239	231	1·53	1·55	...	...	10
46	58	680	798	47	50	26	35	884	1,035	0·84	0·88	0 84	0·88	8
...	...	51	70	...	...	...	...	64	81	0·74	0·62	0·67	0·59	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	51		52		53	
				COACHING					
				VEHICLES AND VEHICLE					
				Average number of vehicles in a coaching					
Main head.	Sub-head.			3rd or intermediate class. No.		4th or lowest class. No.		Other vehicles. No.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		1·48	1·53	8·05	8·20	1·51	1·52
2	(a) to (e)	Bombay, Baroda and Central India		...	...	10·15	10·65	2·24	2·45
3	(a) and (b).	Eastern Bengal		2·54	2·69	8·52	8·34	2·21	2·45
4	(a) to (c)	East Indian		2·34	2·28	9·54	8·99	2·12	2·35
5	(a) to (g)	Great Indian Peninsula		0·23	0 24	8·28	8·03	1·54	1·79
6	(a) to (c)	Madras and Southern Mahratta		0·33	0·37	8·65	8·78	1·82	1·90
7	(a) and (b)	Nizam's Guaranteed State*		...	...	6·66	...	0·81	...
8	(a) to (n)	North Western		1·43	1·40	9·00	9·27	1·09	1·12
9	(a) and (b)	Oudh and Rohilkhand		1·75	1·84	8·94	9·47	1·61	1·64
10	(a)	South Indian		...	...	7·94	8·31	1·69	1·73
		3′ 3⅜″ GAUGE.							
11	.....	Assam-Bengal		1·63	1·82	15·15	14·53	1·94	2·18
12	(a) and (b)	Bengal and North-Western		1·84	1·87	17·99	18·80	0·27	0·41
14	(a) and (b)	Bhavnagar State		...	...	10·62	10·83	0·33	0·38
2	(f) to (l)	Bombay, Baroda and Central India		...	...	16·27	16·00	1·24	1·35
15	(a) to (c)	Burma		...	...	15·88	16·61	1·52	1·66
3	(c) to (e)	Eastern Bengal		2·04	2·24	9·75	8·88	2·63	3·07
18	(a) to (c)	Gondal-Porbandar State		...	...	10·51	10·83	0·81	0 80
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		...	...	10·36	...	0·45	...
19	.....	Jamnagar		...	...	12·09	11 03	0·51	0·45
20	(a) to (e)	Jodhpur-Bikaner		1·40	1·40	12·13	12 14	1·23	1·38
21	.....	Junagad State		...	...	13·24	12·63	0·38	0·43
6	(d) to (l)	Madras and Southern Mahratta		0·21	0·14	13·23	12·59	1·44	1·42
10	(c)	Nilgiri		...	...	3·74	3·53	1·93	1·94
25	(a) and (b)	Rohilkund and Kumaon		0·74	0·80	14·75	15·37	0·52	0·69
10	(g)	Shoranur-Cochin		...	...	9·77	10·34	0·82	0·84
10	(b), (d) to (f) and (h) to (j)	South Indian		...	...	14·14	14·03	2·04	2·08
26	.....	Udaipur-Chitorgarh		0·78	0·72	13·56	12·52	0·22	0·30
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·34	1·25	17·90	16·70	2·12	2·00
8	(o)	Jacobabad-Kashmor		1·57	1·53	14·30	14·64	0·38	0·28
8	(p)	Kalka-Simla		0·87	0·76	3 65	4 01	2·17	3·38
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		0·64	0·59	8·24	8·30	0·25	0·11
10	(k)	Morappur-Hosur		...	...	14·21	13·28	1·71	1·74
1	(g)	Purulia-Ranchi		1·89	1·89	16·30	15·15	2·77	2·22
1	(h)	Raipur-Dhamtari		1·45	1·41	12·50	10·93	1·04	1·00
10	(l)	Tirupattur-Krishnagiri		...	...	15·17	14·53	2·05	2·07
8	(s)	Trans-Indus (Kalabagh-Bannu)		0·91	1·08	13·48	14·83	0 94	0·92
		2′ 0″ GAUGE.							
21	(f)	Pipar-Bilara Light		...	...	5·29	7·72	...	...

* Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

54	55	56	57	58	59	60	Number.
TRAFFIC—*contd.*							
MILEAGE—*contd.*							
train—*concld.*		Average earnings per coaching vehicle per mile.					
Brake-vans. No.	Total. No.	1st class. Pies.	2nd class. Pies.	3rd or intermediate class. Pies.	4th or lowest class. Pies.	Other vehicles. Pies.	Main head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
1·10 / 1·11	14·58 / 14·94	12·78 / 18·22	19·40 / 24·85	22·81 / 23 65	58·60 / 61 40	60·27 / 70·23	1
2·00 / 2·08	17·48 / 18·56	14·29 / 23·10	22·29 / 26·32	... / ...	53·10 / 54·50	53·43 / 60·12	2
0·94 / 1·01	16·96 / 16·96	14·66 / 14·83	21·74 / 20·59	26·23 / 26·74	46·36 / 57·58	36·14 / 29·28	3
0·90 / 0·90	17.62 / 17·62	14·92 / 18·62	13·87 / 17·59	21·75 / 23·49	50·54 / 53·89	44·86 / 51·75	4
1·28 / 1 26	14·47 / 14·63	12·90 / 17·76	40·70 / 39·55	36·26 / 40·00	44·79 / 47·68	86·86 / 95·09	5
1·38 / 1 22	14·66 / 14·75	21·46 / 28·21	28·07 / 32·39	55·41 / 47·37	67·75 / 65 55	81·46 / 82·32	6
1·70 / ...	11·99 / ...	11·06 / ...	27·02 / ...	... / ...	58·50 / ...	104·46 / ...	7
1·93 / 2 08	15·92 / 16·55	9·39 / 11·87	21·37 / 26·20	27·70 / 37·09	55·13 / 59·57	94·25 / 134·82	8
1·18 / 1·17	16·22 / 16·91	12·67 / 14·43	20·95 / 26 97	32·61 / 35·10	57·20 / 58·78	48·42 / 61·67	9
0·79 / 0·77	12·28 / 12·90	23·61 / 25·53	33·93 / 31·64	... / ...	56·62 / 59·75	43·82 / 56 73	10
1·21 / 1 14	23·55 / 23·58	8·23 / 11·06	7·38 / 8·96	13·59 / 15·15	31·69 / 40·94	28·57 / 38·10	11
2·63 / 2·65	26·26 / 27·41	1·86 / 2·52	4·99 / 5·79	8·75 / 9·16	30·58 / 31·95	133·13 / 110·16	12
2·27 / 2·27	16·01 / 16·46	2·52 / 4·05	13·36 / 18·50	... / ...	44·92 / 50·23	116·63 / 117·16	14
2·76 / 2 69	22·68 / 22·64	5·52 / 7·94	14·44 / 18·07	... / ...	35·65 / 36·11	56·26 / 67 46	2
1·48 / 1·57	21·96 / 23·23	16·53 / 17·89	19·65 / 23·04	... / ...	38·43 / 43·31	34·56 / 39·21	15
1·17 / 1 08	18·21 / 17·38	3·97 / 7 38	16·33 / 26·06	21·55 / 27·43	39·07 / 60·38	33·56 / 24·85	3
2·25 / 2·34	16·65 / 17·30	6·44 / 5·85	17·85 / 22·14	... / ...	49·27 / 54·92	52·44 / 56 93	18
0·95 / ..	14·41 / ...	6·35 / ...	14·96 / ...	... / ...	36·55 / ...	98·61 / ...	7
2·38 / 2·58	18·48 / 17·61	6·46 / 4·65	27·71 / 34·25	... / ...	58·32 / 66·61	154·70 / 164 27	19
0·94 / 0·89	18·04 / 18·56	5·09 / 8·18	15·26 / 17·12	17·00 / 20 20	38·34 / 39·35	53·41 / 51·84	20
3·01 / 2·61	20·28 / 19·40	4·19 / 4·89	20·83 / 23·98	... / ...	51·93 / 56·31	129·65 / 114·82	21
1·24 / 1·25	18·85 / 18 28	8·80 / 9·27	19·23 / 19 06	18·56 / 29·61	35·40 / 34·50	49·81 / 47·62	6
0·03 / 0·02	7·42 / 7·04	152·75 / 139·75	... / ...	... / ...	118·90 / 123·13	193·55 / 263·83	10
2·55 / 2·34	21·18 / 21·91	16·86 / 10·63	25·90 / 21·89	19 37 / 15·84	36·42 / 36·01	112·75 / 83·07	25
2·05 / 2 11	15·42 / 15·96	10·50 / 12·57	26·25 / 25 75	... / ...	46·75 / 51 65	45·63 / 51 60	10
0·15 / 0·12	18·71 / 18·71	7·82 / 11·26	26·07 / 27 10	... / ...	43·65 / 42 25	23·30 / 24·83	10
2·96 / 2·80	19·43 / 18 39	6·53 / 11·18	16·80 / 24·46	11·02 / 5·91	34·67 / 38·77	186·77 / 153 18	26
1·10 / 1·08	25·18 / 23 65	2·50 / 3·05	5·74 / 5·63	9·20 / 7·66	21·64 / 18·92	14·01 / 15·72	1
1·02 / 0·76	18 80 / 18 73	3·55 / 3·35	16·40 / 18 83	22·93 / 17·92	31·18 / 28·55	87·25 / 74·86	8
0·86 / 0·48	11·16 / 12·20	182·49 / 113·76	112·14 / 105·78	125 74 / 130 93	124·83 / 103 05	180·42 / 129 26	8
1·39 / 1·60	11·77 / 11·84	10·62 / 12·22	16·82 / 14·95	22·46 / 23·13	40·24 / 38·10	157·78 / 382·04	8
0·66 / 0·67	17·89 / 16·98	3·70 / 3·20	.. / ...	... / ...	14·82 / 15 60	5·21 / 6·02	10
0·66 / 0·64	24·90 / 21·87	14·36 / 10·77	15·45 / 12·22	17·01 / 11·38	26·35 / 28·97	17·04 / 20·09	1
0·96 / 0·95	18·43 / 16·73	1·90 / 2·69	10·87 / 12 51	15·80 / 14·55	50·54 / 49 26	29·87 / 37·30	1
0·66 / 0·67	19·41 / 18 82	2·93 / 3·74	... / ...	... / ...	26·89 / 24·23	8·78 / 8·18	10
0·52 / 0·65	17·53 / 19·24	11·70 / 13 98	13·99 / 9·09	15·27 / 9·98	28·85 / 23 63	29·10 / 62·98	8
... / ...	6·70 / 8·93	0·06 / 0·16	3·54 / 4·10	... / ...	32·86 / 24·32	... / ...	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	61		62		63	
				COACHING					
				VEHICLES AND VEHICLE					
				Carrying capacity hauled one mile					
Main head.	Sub-head.			1st class. Seats.		2nd class. Seats.		3rd or intermediate class. Seats.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		35,477	36,000	45,281	46,081	100,838	97,832
2	(a) to (c)	Bombay, Baroda and Central India		40,830	41,822	127,819	137,329	...	...
3	(a) and (b)	Eastern Bengal		55,916	40,767	56,223	42,793	234,321	177,060
4	(a) to (c)	East Indian		104,380	114,538	192,278	212,372	472,536	441,524
5	(a) to (g)	Great Indian Peninsula		138,094	139,303	273,237	265,274	49,608	48,653
6	(a) to (c)	Madras and Southern Mahratta		13,882	12,932	37,703	36,450	16,453	18,247
7	(a) and (b)	Nizam's Guaranteed State*		5,461	...	13,233	...	...	...
8	(a) to (n)	North Western		174,489	159,640	156,487	1,41,696	387,077	339,526
9	(a) and (b)	Oudh and Rohilkhand.		63,500	53,106	63,495	54,955	86,059	76,622
10	(a)	South Indian		8,478	8,111	17,163	17,293	...	...
		3′ 3¾″ GAUGE.							
11	.....	Assam-Bengal		11,159	11,330	11,125	11,243	10,412	11,003
12	(a) and (b)	Bengal and North-Western		28,629	27,391	35,355	34,493	66,352	62,691
14	(a) and (b)	Bhavnagar State		2,060	2,139	3,465	3,644	...	...
2	(f) to (l)	Bombay, Baroda and Central India		25,758	24,538	31,015	30,574	...	...
15	(a) to (c)	Burma		16,914	17,373	33,118	33,952	...	...
3	(c) to (e)	Eastern Bengal		28,726	19,563	11,044	10,117	56,484	61,203
18	(a) to (c)	Gondal-Porbandar State		1,944	2,048	3,486	3,862	...	...
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley*		4,260	...	11,983	...	...	...
19	.....	Jamnagar		385	511	477	638	...	...
20	(a) to (e)	Jodhpur-Bikaner		9,354	10,983	9,445	11,262	21,522	21,446
21	.....	Junagad State		459	574	864	1,235	...	...
6	(d) to (l)	Madras and Southern Mahratta		15,691	16,673	25,772	26,287	5,847	4,452
10	(c)	Nilgiri		1,044	898	...	...	...	...
25	(a) and (b)	Rohilkund and Kumaon		2,472	1,985	2,500	2,495	2,028	1,846
10	(g)	Shoranur-Cochin		780	726	1,076	1,018	...	...
10	(b), (d) to (f) and (h) to (j)	South Indian		20,071	18,279	33,730	31,418	...	...
26	.....	Udaipur-Chitorgarh		378	452	376	415	701	703
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2,929	3,100	2,927	3,100	5,145	5,266
8	(o)	Jacobabad-Kashmor		217	219	217	219	540	544
8	(p)	Kalka-Simla		1,404	1,223	1,405	1,219	1,294	971
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		626	569	790	699	1,287	970
10	(k)	Morappur-Hosur		558	524	...	...	...	...
1	(g)	Purulia-Ranchi		782	1,091	970	1,323	2,195	3,328
1	(h)	Raipur-Dhamtari		162	165	162	165	562	561
10	(l)	Tirupattur-Krishnagiri		150	153	...	...	...	...
8	(s)	Trans Indus (Kalabagh-Bannu)		531	581	531	581	740	1,011
		2′ 0″ GAUGE.							
21	(f)	Pipar-Bilara Light		84	67	84	70	...	...

*Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

64	65	66	67	68	69	70	Number.
TRAFFIC—*contd.*							
MILEAGE—*concld.*							
(excluding brakes)—(in thousands).		Percentage of freight upon capacity hauled—					
4th or lowest class. Seats.	Other vehicles. Tons.	1st class. Per cent.	2nd class. Per cent.	3rd or intermediate class. Per cent.	4th or lowest class. Per cent.	Other vehicles. Per cent.	Main Head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
772,050 / 743,399	17,048 / 21,934	7·02 / 10·90	13·78 / 17·19	19·49 / 20·16	47·20 / 49·57	25·89 / 22·35	1
1,072,962 / 1,083,577	22,955 / 24,258	5·80 / 8·26	18·78 / 14·71	... / ...	45·21 / 46·71	34·89 / 39·24	2
690,131 / 608,585	28,902 / 28,967	4·17 / 4·48	11·24 / 11·19	14·41 / 18·51	33·61 / 41·25	8·97 / 7·16	3
2,542,912 / 2,323,853	63,509 / 67,248	5·55 / 7·07	10·39 / 12·72	16·54 / 17·92	41·21 / 43·78	22·42 / 26·30	4
2,230,057 / 2,047,593	42,979 / 44,770	7·71 / 10·03	32·54 / 32·00	20·24 / 23·82	38·35 / 39·27	53·47 / 56·74	5
650,395 / 633,119	17,630 / 16,890	16·71 / 21·82	26·27 / 29·94	47·53 / 38·14	58·29 / 53·73	34·61 / 36·40	6
128,558 / ...	2,902 / ...	6·60 / ...	25·19 / ...	... / ...	41·47 / ...	28·46 / ...	7
2,929,185 / 2,779,231	47,334 / 38,696	3·84 / 6·61	23·02 / 28·49	20·00 / 26·90	45·00 / 46·47	45·85 / 70·40	8
703,006 / 648,175	48,272 / 45,102	3·23 / 3·68	14·59 / 19·58	38·27 / 40·92	52·24 / 51·74	6·98 / 8·20	9
246,243 / 221,096	4,882 / 4,237	12·65 / 12·95	28·93 / 23·49	.. / ...	60·71 / 55·87	28·38 / 37·57	10
218,927 / 191,398	2,172 / 2,239	4·41 / 5·31	7·60 / 8·58	32·36 / 46·75	36·15 / 45·34	26·37 / 32·12	11
911,278 / 868,956	1,257 / 2,505	1·71 / 2·89	7·16 / 8·25	13·90 / 14·36	53·04 / 56·92	116·73 / 75·86	12
47,766 / 47,021	366 / 342	2·10 / 3·60	16·54 / 23·87	... / ...	55·34 / 63·08	34·52 / 37·38	14
1,200,679 / 1,164,298	13,699 / 14,044	3·74 / 5·72	19·96 / 23·58	... / ...	52·79 / 50·40	37·00 / 47·46	2
658,193 / 646,435	7,917 / 7,956	11·99 / 13·89	14·73 / 17·85	... / ...	38·99 / 44·01	23·65 / 27·29	15
396,205 / 342,811	19,398 / 22,459	2·38 / 4·71	21·01 / 30·51	34·56 / 42·56	48·55 / 74·84	13·81 / 9·44	3
43,649 / 46,793	423 / 441	3·47 / 3·31	19·86 / 21·16	... / ...	53·85 / 56·97	26·67 / 26·30	18
131,291 / ...	716 / ...	4·93 / ...	16·42 / ...	... / ...	48·52 / ...	59·61 / ...	7
9,291 / 8,481	86 / 83	4·77 / 2·71	30·55 / 28·81	... / ...	57·03 / 66·13	71·87 / 69·42	19
227,746 / 222,277	9,534 / 9,727	2·27 / 3·49	14·02 / 15·07	21·17 / 25·96	56·89 / 60·28	10·07 / 10·63	20
23,443 / 24,269	82 / 100	6·20 / 6·02	43·62 / 38·55	... / ...	50·90 / 53·50	60·58 / 53·41	21
639,095 / 595,684	9,362 / 8,971	7·48 / 7·96	26·36 / 24·70	25·91 / 36·05	53·23 / 51·56	25·87 / 24·99	6
3,284 / 2,951	259 / 246	43·28 / 37·08	... / ...	... / ...	92·24 / 89·27	15·26 / 20·21	10
143,946 / 129,813	276 / 368	9·51 / 7·46	29·00 / 25·36	46·78 / 42·23	52·07 / 52·11	112·52 / 74·90	25
22,335 / 23,054	135 / 119	10·81 / 12·75	43·98 / 36·36	... / ...	71·00 / 70·46	38·30 / 48·93	10
893,742 / 784,291	11,153 / 10,441	7·45 / 10·05	40·12 / 33·70	.. / ...	72·99 / 61·76	21·18 / 21·08	10
13,217 / 18,336	29 / 44	3·04 / 5·46	15·82 / 22·80	13·61 / 7·30	59·15 / 66·12	135·61 / 105·14	26
101,450 / 103,077	998 / 1,018	1·87 / 2·06	8·95 / 8·39	16·63 / 13·22	35·88 / 31·51	19·17 / 19·27	1
4,908 / 5,221	111 / 33	1·11 / 1·06	8·92 / 11·00	23·19 / 17·59	44·04 / 39·99	9·68 / 20·55	8
5,327 / 5,574	1,032 / 801	35·20 / 20·40	50·12 / 53·35	32·33 / 27·48	57·53 / 42·64	13·40 / 16·39	8
18,216 / 15,462	52 / 20	6·47 / 7·22	22·40 / 18·14	30·61 / 33·10	63·63 / 61·48	132·29 / 389·31	8
11,471 / 10,216	545 / 530	3·89 / 3·30	... / ...	... / ...	50·60 / 50·81	1·49 / 1·70	10
19,794 / 28,060	309 / 401	10·25 / 7·46	20·47 / 15·87	21·56 / 13·78	42·29 / 51·80	19·81 / 21·96	1
5,184 / 4,665	13 / 13	1·26 / 1·56	13·70 / 15·10	12·29 / 11·33	53·09 / 51·80	68·65 / 85·60	1
3,014 / 2,889	151 / 153	3·13 / 3·82	... / ...	... / ...	87·40 / 75·16	3·70 / 3·19	10
15,292 / 18,718	70 / 160	7·11 / 8·80	25·13 / 13·41	28·70 / 17·83	54·32 / 42·30	43·08 / 41·65	8
656 / 954	... / ...	0·03 / 0·07	3·27 / 3·93	... / ...	112·53 / 79·56	... / ...	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not prepare

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	71		72	
				COACHING			
				WEIGHT OF TRAIN			
				Gross ton-mileage of (in			
Main head.	Sub-head.			Freight. Ton-miles.		Dead-weight. Ton-miles.	
				1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.					
1	(a)	Bengal-Nagpur		28,207	29,187	561,234	546,038
2	(a) to (e)	Bombay, Baroda and Central India		38,760	41,845	616,059	624,740
3	(a) and (b)	Eastern Bengal		19,273	19,755	472,028	496,910
4	(a) to (c)	East Indian		83,987	86,449	1,721,155	1,667,863
5	(a) to (g)	Great Indian Peninsula		83,081	82,507	1,717,969	1,634,033
6	(a) to (c)	Madras and Southern Mahratta		30,342	28,131	482,211	461,717
7	(a) and (b)	Nizam's Guaranteed State*		4,328	...	89,026	...
8	(a) to (n)	North Western		109,266	114,489	1,952,232	1,796,988
9	(a) and (b)	Oudh and Rohilkhand		28,323	26,759	547,450	479,533
10	(a)	South Indian		11,786	10,343	175,904	158,328
		3′ 3⅜″ GAUGE.					
11	...	Assam-Bengal		5,640	6,371	98,967	91,387
12	(a) and (b)	Bengal and North-Western		31,273	32,468	342,032	325,733
14	(a) and (b)	Bhavnagar State		1,763	2,000	22,700	22,461
2	(f) to (l)	Bombay, Baroda and Central India		43,693	42,595	445,830	413,391
15	(a) to (c)	Burma		17,862	19,966	277,760	277,273
3	(c) to (e)	Eastern Bengal		15,646	19,416	243,827	222,762
18	(a) to (c)	Gondal-Porbandar State		1,585	1,788	20,731	21,480
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley*		4,427	...	63,752	...
19	...	Jamnagar		393	411	3,976	3,921
20	(a) to (e)	Jodhpur-Bikaner		9,135	9,581	101,416	101,883
21	...	Junagad State		799	874	8,640	8,904
6	(d) to (l)	Madras and Southern Mahratta		23,586	21,417	289,726	276,657
10	(c)	Nilgiri		266	241	2,891	2,663
25	(a) and (b)	Rohilkund and Kumaon		4,946	4,446	58,646	52,776
10	(g)	Shoranur-Cochin		1,049	1,072	9,598	9,695
10	(b), (d) to (f) and (h) to (j)	South Indian		42,737	32,293	370,953	326,896
26	...	Udaipur-Chitorgarh		520	589	5,493	5,779
		2′ 6″ GAUGE.					
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2,453	2,214	44,707	46,946
8	(o)	Jacobabad-Kashmor		150	140	1,503	1,584
8	(p)	Kalka-Simla		453	367	5,941	5,177
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		807	682	6,133	5,400
10	(k)	Morappur-Hosur		358	322	5,328	4,963
1	(g)	Purulia-Ranchi		616	1,012	10,495	15,071
1	(h)	Raipur-Dhamtari		181	162	1,038	1,034
10	(l)	Tirupattur-Krishnagiri		164	136	1,294	1,270
8	(s)	Trans Indus (Kalabagh-Bannu)		556	564	5,825	6,972
		2′ 0″ GAUGE.					
21	(f)	Pipar-Bilara Light		47	49	137	130

*Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

these statistics.]

73	74	75	76	77	78	79	Number.

TRAFFIC—*contd.*

AND TON-MILEAGE.								COST OF WORKING AND PROFITS—						
all coaching trains thousands).		Average weight of a coaching train.						Average cost of hauling a coaching train one mile.		Average cost of hauling a coaching vehicle with its load one mile.		Average cost of hauling a coaching unit one mile		
Total.		Freight.		Dead-weight.		Total.						Per passenger unit.		Main head.
Ton-miles.		Tons.		Tons.		Tons.		Rs.		Pies.		Pies.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
589,441	575,225	14·93	16·33	297·15	305·43	312·08	321·76	1·08	1·31	15·41	18·25	0·89	1·01	1
654,819	666,585	20·21	22·64	321·22	337·95	341·43	360·59	1·52	1·68	18·81	19·57	0·98	0 99	2
491,301	426,665	13·27	15·23	325·01	313·72	338·28	328·95	1·67	1·95	19·99	23·53	1·45	1·42	3
1,805,142	1,754,312	17·36	18·43	355·81	355·65	373·17	374·08	0·87	0·95	9·94	10·94	0·61	0·65	4
1,801,050	1,716,540	15·27	16·10	315·86	318·93	331·13	335·03	1·54	1·61	22·38	23·11	1·49	1·53	5
512,553	489,848	20·82	20·17	330·93	331·14	351·75	351·31	1·77	1·82	25·55	25·81	1·07	1·17	6
93,354	...	13·08	...	269·12	...	282·20	...	1·37	...	25·48	...	1·40	...	7
2,061,498	1,911,477	17·32	20·49	309·44	321·58	326·76	342·07	1·50	1·65	20·62	21·95	1·17	1·13	8
575,773	506,292	16·17	18·20	312·61	326·19	328·78	344·39	1·26	1·46	16·11	17·84	0·94	0·99	9
187,690	168,671	18·27	18·66	272·74	285·71	291·01	304·37	1·66	1·47	27·72	23·21	1·14	1·05	10
104,607	97,758	12·75	15·67	223·66	224·81	236·41	240·48	2·03	2·42	17·45	20·75	1·89	1·84	11
373,805	358,141	18·01	20·06	196·93	201·62	214·94	221·68	1·12	1·10	9·07	8 49	0·74	0·66	12
24,463	24,461	10·61	12·24	136 67	137·52	147·28	149·76	1·33	1·33	18·00	17·93	1·47	1·31	14
489,523	455,986	20·65	21·61	210·68	209·75	231·33	231·36	1·43	1·43	13·91	13·75	0·85	0·84	2
295,622	297,239	14·24	16·84	221·40	233·94	235·64	250 78	1·77	1·93	16·57	17·08	1·50	1·39	15
259,473	242,178	12·32	16·13	191·98	185·13	204 30	201·26	1·42	1·44	16·02	16·95	1·33	0·97	3
22,316	23,268	11·54	12·9)	150·93	155·00	162·47	167·90	1·56	1 55	20·82	19·95	1·61	1·43	18
68,179	...	12·00	...	172·79	...	184·79	...	1·52	...	21·73	...	1·57	...1	7
4,369	4,322	13·97	14·34	141·18	136 93	155·15	151·27	2·14	2·42	25·56	30 96	2·02	2·19	19
110,551	111,464	16·06	17·14	178·28	182·21	194·34	199·35	1·21	1·10	13·61	11·96	0·90	0·76	20
9,439	9,778	15·36	15·96	166·19	162·65	181·55	178·61	1·94	1·74	21·60	19·84	1·54	1·32	21
313,312	298.074	15·65	14·48	192·30	187·04	207·95	201·52	1·44	1·52	15·72	17·14	1·10	1·25	6
3,157	2,904	7·79	7·43·	84·50	82·10	92·29	89·53	4·41	4·66	114·71	127·49	6·32	7·22	10
63,592	57,222	16·46	16·81	195·21	199·58	211·67	216·39	1·41	1·37	14·51	13·44	1·02	0 96	25
106,47	10,767	15·46	16 22	141·40	146·72	156·86	162·94	1·14	1·22	16·42	16·92	0·85	0·86	10
413,690	359,189	21·94	18·79	190·47	190·20	212·41	208·99	1·39	1 54	14·42	15·90	0·70	0 91	10
6,013	6,368	15·68	16·24	165·66	159·47	181·34	175·71	1·67	1·59	19·52	19·65	1·30	1 20	26
47,160	49,160	10·25	8·45	186·75	179·28	197·00	187·73	1·60	1·75	12·77	14·90	1·79	2·40	1
1,653	1,724	8·73	7·84	87·58	88·78	96 31	96·62	0·71	0·69	7·68	7·35	0 99	1·04	8
6,394	5,544	6·41	6·07	84·05	85·64	90·46	91·71	2·80	3 14	52·13	51,46	6·08	7·31	-
6,940	6,082	9·23	9·03	70·20	71·91	79·43	80·99	1·20	1 43	22·21	26·72	1·59	1 99	8
5,686	5,284	6·74	6·35	100·16	97·85	106·90	104·20	1·13	1·12	12·59	13·14	1·79	1·88	10
11,111	16,083	11·28	12·19	192·32	181·48	203·60	193·67	1·49	1·20	11·81	10 39	1·52	1 13	1
1,219	1,196	13·82	12 08	79·47	176·80	93·29	88·88	1·11	1 12	12·18	13·57	0·92	1·08	1
1,458	1,406	13·34	11·01	105·11	103·11	118·45	114 12	1·37	1·38	14·04	14·63	1·10	1·34	10
6,381	7,536	11·03	10·49	115·50	129·63	126·53	140·12	1·71	2·44	19 38	25·18	1·79	2·88	8
184	179	4·90	5·34	14·35	14·35	19·25	19·69	0·59	0·46	16·8	9·85	1·38	0·99	21

APPE..

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	80		81		82	
				COACHING					
				Cost of					
Main head.	Sub-head.			Average cost of hauling a coaching unit one mile.		Average profit on working a coaching train one mile.		Average profit	
				Other traffic per ton. Pies.		Rs.		1st class. Pies.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		9·39	9·52	2 23	2·34	—2·63	—0·03
2	(a) to (e)	Bombay, Baroda and Central India		8·04	7·51	2·:3	2·58	—4·52	—3·53
3	(a) and (b)	Eastern Bengal		26·18	34·19	1·41	1·53	—5·33	—8·70
4	(a) to (c)	East Indian		7·33	6·87	2·60	2·78	4·98	7·68
5	(a) to (g)	Great Indian Peninsula		7·31	7·29	1·56	1·80	—9·48	—5·35
6	(a) to (c)	Madras and Southern Mahratta		10·70	10·55	2·48	2·48	—4·09	2·40
7	(a) and (b)	Nizam's Guaranteed State*		8·03	...	1·40	...	—14·42	...
8	(a) to (n)	North Western		5·92	5·68	2·01	2·56	—11·23	—7·08
9	(a) and (b)	Oudh and Rohilkhand		11·23	9·77	2·35	2·60	—3·14	—3·38
10	(a)	South Indian		19·94	13·31	1·35	1·95	—4·11	2·32
		3′ 3½″ Gauge.							
11	...	Assam-Bengal		23·93	23·63	1·04	1·44	—0·22	0·69
12	(a) and (b)	Bengal and North-Western		3·84	3·77	2·07	2·43	—7 21	—5·97
14	(a) and (b)	Bhavnagar State		9·51	9·76	1·52	1·92	—15·48	—13·88
2	(f) to (l)	Bombay, Baroda and Central India		8·03	6·46	2·07	2·23	—8·39	—5·81
15	(a) to (c)	Burma		15·04	14·60	1·07	2·52	—0·01	0·81
3	(c) to (e)	Eastern Bengal		22·69	26·34	1·35	2·22	—12·05	—9·57
18	(a) to (c)	Gondal-Porbandar State		18·55	16·76	1·57	2·05	—14·35	—14·10
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley*		11·06	...	0·85	...	—15·38	...
19	...	Jamnagar		9·41	10·72	2·25	2·13	—19·10	—26·31
20	(a) to (e)	Jodhpur-Bikaner		10 88	9·45	1·80	2·09	8·52	—3·78
21	...	Junagad State		8·59	8·37	2·16	2·54	—17·41	—14·95
6	(d) to (l)	Madras and Southern Mahratta		13·36	15·56	1·60	1·33	—6·92	—7·87
10	(c)	Nilgiri		176·82	153·15	1·22	1·40	—38·04	12·26
25	(a) and (b)	Rohilkund and Kumaon		9·72	11·04	1·82	2·11	2·35	—2·81
10	(f)	Shoranur-Cochin		19·57	18·91	1·74	2·05	—5·92	—4 35
10	(b), (d) to (f) and (h) to (j)	South Indian		23·47	25·48	2·29	2·07	—6·60	—4·64
26	...	Udaipur-Chitorgarh		5·71	6·57	1·15	1·39	—12 80	—8·47
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		32·92	38·91	0·69	0·17	—10·27	—11·85
8	(o)	Jacobabad-Kashmor		4·98	3·73	2·03	1·82	—4·13	4·00
8	(p)	Kalka-Simla		70·06	80·53	4·95	3·74	130·36	62·30
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		10·50	8·20	0·90	0·60	—11·59	—14·50
10	(k)	Morappur-Hosur		133·76	122·60	0·04	0·03	—8·89	—9·94
1	(g)	Purulia-Ranchi		28·30	20·98	1·41	1·61	2·55	0·38
1	(h)	Raipur-Dhamtari		17·32	16·17	2·54	2·08	—10·29	—10·88
10	(l)	Tirupattur-Krishnagiri		57·84	71·11	0·87	0·57	—11·11	—10·89
8	(s)	Trans Indus (Kalabagh-Bannu)		34·80	22·40	0·64	—0·15	—7·63	—11·20
		2′ 0″ Gauge.							
21	(f)	Pipar-Bilara Light		23·08	16·48	0·36	0·57	—16·79	—9·69

*Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

83	84	85	86	87	88	89	Number.
TRAFFIC—*concld.*						GOODS TRAFFIC.	
WORKING AND PROFITS.						GROSS RECEIPTS AND TRAIN MILEAGE.	
on working a coaching vehicle one mile.				Average profit on working a coaching unit one mile.		Receipts from goods traffic (in thousands).	Main head.
2nd class. Pies.	3rd or intermediate class. Pies.	4th or lowest class. Pies.	Other vehicles. Pies.	Per passenger unit. Pies.	Other traffic per ton. Pies.	Rs.	
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
3·99 / 6·60	7·40 / 5·40	43·19 / 43·15	44·86 / 51·98	1·72 / 1·65	29·70 / 29·45	1,65,09 / 1,77,56	1
3·48 / 6·75	... / ...	34·29 / 34·93	34·62 / 40·55	1·30 / 1·35	20·58 / 21·18	1,15,18 / 1,46,22	2
1·75 / —2·94	6·24 / 3 21	26·37 / 34·05	16·15 / 5·75	1·26 / 1·24	18·54 / 8·83	57,81 / 63,94	3
3·93 / 6·65	11·81 / 12·55	40·60 / 42·95	34·92 / 40·81	1·79 / 1·81	24·92 / 25·42	3,85,83 / 4,01,04	4
18·32 / 16·64	13·88 / 16·89	22·41 / 24·57	64·48 / 71·98	1·11 / 1·19	24·34 / 26·97	3,14,56 / 3,75,85	5
2·52 / 6·58	29·86 / 21·56	42·20 / 39·74	55·91 / 56·51	1·36 / 1·42	24·85 / 24·83	85,01 / 88,84	6
1·54 / ...	... / ...	33·02 / ...	78·98 / ...	1·19 / ...	25·89 / ...	22,68 / ...	7
0·75 / 4·25	7·08 / 15·13	31·51 / 37·62	73·63 / 112·87	1·33 / 1·43	28·92 / 25·20	2,80,30 / 3,03,73	8
4·84 / 9·13	16·50 / 17·26	41·09 / 40·94	32·31 / 43·83	1·68 / 1·64	29·25 / 30·64	55,54 / 62,14	9
6·21 / 8·43	... / ...	28·90 / 36·54	16·10 / 33·52	0·95 / 1·35	14·56 / 20·86	23,72 / 27,67	10
—10·07 / —11·79	—3·86 / —5·60	14·24 / 20 19	11·12 / 17·35	0·93 / 1·05	18·85 / 19·15	18,03 / 15,03	11
— 4·08 / —2·70	—0·32 / 0·67	21·51 / 23·46	124·06 / 101·67	1·29 / 1·36	38·03 / 35·02	46,65 / 58,91	12
—4·64 / 0·57	... / ...	26·92 / 32·30	98·63 / 99·23	1·61 / 1·78	40·87 / 41·50	3,05 / 3,58	14
0·53 / 4·32	... / ...	21·74 / 22·36	42·35 / 53 71	1·14 / 1·18	21·00 / 20·46	95,97 / 1,10,25	2
3·08 / 5·96	... / ...	21·86 / 26·23	17·99 / 22·73	1·67 / 1·80	19·34 / 20·94	62,49 / 78,23	15
0·31 / 9·11	5·53 / 10·48	23·05 / 43·43	17·54 / 7·90	1 29 / 1·65	19·22 / 16·95	30,97 / 38,47	8
—2·97 / 2·19	... / ...	28·45 / 34·97	31·62 / 36 98	1·55 / 1·82	33·47 / 37·51	2,51 / 3,37	18
—6·77 / ...	... / ...	14 82 / ...	76·88 / ...	0·73 / ...	27·16 / ...	8,19 / ...	7
2·15 / 3·29	... / ...	32·76 / 35·65	129·14 / 133·31	1·92 / 1·76	26·26 / 25·59	39 / 43	19
1·65 / 5·16	3·39 / 8·24	24·73 / 27·30	39·80 / 39·88	1·25 / 1·37	27·88 / 29·36	23,12 / 21,53	20
—0·77 / 4·14	... / ...	30·33 / 36 47	108·05 / 94 98	1·57 / 1·81	42·62 / 43·06	1,20 / 1,65	21
3·51 / 1·92	2·84 / 12·47	19 68 / 17·36	34·09 / 30·48	1·10 / 0·99	31·30 / 29·11	63,25 / 63,98	6
... / ...	... / ...	4·19 / —4·36	78·84 / 136·34	0·62 / —0·09	147·37 / 180 13	1,93 / 1,90	10
11·39 / 8 45	4·86 / 2·40	21·91 / 22·57	98·24 / 69 63	1 35 / 1·37	47·58 / 43·93	8,64 / 10,74	25
9·83 / 8·83	... / ...	30·33 / 34·73	29·21 / 34·68	1·25 / 1·45	29·84 / 30·14	1,60 / 2,12	10
11·65 / 11·20	... / ...	29·23 / 26·35	8·88 / 8·93	1/22 / 1·31	15·81 / 14·92	48,16 / 48,54	10
—2·72 / 4·81	—8·50 / —13·74	15·15 / 19·12	167·25 / 133·53	0·78 / 0·91	28·72 / 29·85	83 / 79	26
—7·03 / —9 27	—3·57 / —7·24	8·87 / 4·02	1·24 / 0·82	0·83 / 0·23	4·14 / 2·99	5,39 / 5,96	1
8·72 / 11·48	15·25 / 10·57	23·50 / 21·20	79·57 / 67·51	2·62 / 2·64	40·10 / 46·31	32 / 26	8
60·01 / 54·32	73·61 / 79·47	72·70 / 51·59	128·29 / 77 80	10·52 / 7·77	129 82 / 121·29	2,59 / 3,08	8
—5·39 / —11 77	0·25 / —5·59	18·03 / 11 32	135·57 / 355 32	1·01 / 0·62	39·11 / 32·56	58 / 72	8
... / ...	... / ...	2·23 / 2·46	—7·13 / —7·12	0·18 / 0·18	—75·40 / —63·53	24 / 25	10
3·64 / 1·63	5·20 / 0·99	14·54 / 18·58	5·23 / 9 70	1·53 / 1 56	13·92 / 21·11	1,00 / 1,02	1
—1·31 / —1·06	3·62 / 0·98	38·36 / 35·69	17·69 / 23·73	2·16 / 2·02	261 8 / 27·40	36 / 35	1
... / ...	... / ...	12·85 / 9·60	—6·45 / —6·45	0·82 / 0·69	—18 31 / —28·33	12 / 12	10
—5·34 / —16 09	—4·06 / —15·20	9·52 / 1·55	9·77 / 37·80	0·67 / —0·39	10·73 / 24·56	51 / 67	8
—13·31 / —5·75	... / ...	16·01 / 14·47	... / ...	0·89 / 1·28	2·57 / 10·76	4 / 3	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	90		91		92	
				GOODS					
				GROSS RECEIPTS AND TRAIN-MILEAGE—*concld.*				UNITS AND	
Main head.	Sub-head.			Goods train-miles run (in thousands).		Average goods receipts per train-mile.		Tons of goods carried one mile (in thousands).	
				No.		Rs.		Ton-miles.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		3,183	3,175	5·19	5·59	1,064,391	1,034,616
2	(*a*) to (*e*)	Bombay, Baroda and Central India		1,698	1,736	6·78	8·42	469,983	499,932
3	(*a*) and (*b*)	Eastern Bengal		734	809	7·88	7·91	172,817	188,966
4	(*a*) to (*c*)	East Indian		8,804	8,832	4·38	4·54	2,907,145	2,900,940
5	(*a*) to (*g*)	Great Indian Peninsula		7,076	6,647	4·45	5·65	1,561,837	1,692,524
6	(*a*) to (*c*)	Madras and Southern Mahratta		1,564	1,390	5·44	6·39	371,993	384,507
7	(*a*) and (*b*)	Nizam's Guaranteed State*		413	...	5·50	...	75,796	...
8	(*a*) to (*n*)	North Western		5,023	4,545	5·58	6·68	1,350,840	1,404,911
9	(*a*) and (*b*)	Oudh and Rohilkhand		1,183	1,114	4·69	5·43	311,022	318,564
10	(*a*)	South Indian		451	494	5·25	5·60	75,305	92,791
		3′ 3⅜″ GAUGE.							
11	...	Assam-Bengal		519	499	3·48	3 01	52,085	52,261
12	(*a*) and (*b*)	Bengal and North-Western		1,372	1,479	3·40	3·98	158,596	194,469
14	(*a*) and (*b*)	Bhavnagar State		74	76	4·11	4·74	7,485	7,408
2	(*f*) to (*l*)	Bombay, Baroda and Central India		2,531	2,454	3·79	4·49	329,011	366,128
15	(*a*) to (*c*)	Burma		1,383	1,554	4·52	504	185,970	228,372
3	(*c*) to (*e*)	Eastern Bengal		781	870	3·96	4·42	92,328	107,122
18	(*a*) to (*c*)	Gondal-Porbandar State		89	99	2·81	3·10	5,964	9,387
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley*		165	...	4·95	...	19,335	...
19	.....	Jamnagar		13	10	3·05	4·36	794	592
20	(*a*) to (*e*)	Jodhpur-Bikaner		750	728	3·08	2·93	86,618	73,621
21	...	Junagad State		46	51	2·62	3·25	2,906	2,859
6	(*d*) to (*l*)	Madras and Southern Mahratta		2,052	2,031	3·08	3 15	184,021	197,115
10	(*c*)	Nilgiri		26	19	7·36	9·76	561	570
25	(*a*) and (*b*)	Rohilkund and Kumaon		262	275	3·30	3·90	27,743	32,134
10	(*g*)	Shoranur-Cochin		47	65	3·42	3 25	4,924	6,847
10	(*b*), (*d*) to (*f*) & (*h*) to (*j*)	South Indian		1,464	1,415	3·29	3·43	149,369	159,824
26	...	Udaipur-Chitorgarh		22	17	3·72	4·71	1,115	848
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		230	238	2·34	2·50	19,620	18,579
8	(*o*)	Jacobabad-Kashmor		15	11	2·09	2·43	662	650
8	(*p*)	Kalka-Simla		63	76	4·09	4·07	1,475	1,943
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		64	44	0·92	1·64	1,405	1,473
10	(*k*)	Morappur-Hosur		17	18	1·41	1·39	485	502
1	(*g*)	Purulia-Ranchi		42	43	2·38	2·40	2,233	2,372
1	(*h*)	Raipur-Dhamtari		17	14	2·19	2·49	1,216	1,012
10	(*l*)	Tirupattur-Krishnagiri		7	7	1·80	1 86	214	202
8	(*s*)	Trans Indus (Kalabagh-Bannu)		33	33	1·56	2·07	1,180	1,716
		2′ 0″ GAUGE.							
21	(*f*)	Pipar-Bilara Light		5	3	0·93	1·06	75	73

* Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

93	94	95	96	97	98	99	NUMBER.

TRAFFIC—*contd.*

UNIT MILEAGE.				VEHICLES AND VEHICLE-MILEAGE.										
Average sum received for carrying a ton one mile. Pies.		Average number of tons in a train. Tons.		Number of goods vehicles hauled one mile (in thousands).								Average number of vehicles in a goods train.		Main head.
				Loaded. Vehicle miles.		Empty. Vehicle miles.		Brake-vans. Vehicle miles.		Total. Vehicle miles.		Freight Vehicles. No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2·98	3·30	334·45	325 82	72,947	72,769	35,335	31,730	3,547	3,439	111,829	107,938	34·02	32·91	1
4·71	5·62	276·74	287·91	38,388	41,433	22,443	21,607	2,267	2,342	63,098	65,382	35·82	36·30	2
6·42	6·50	235·60	233·63	22,699	31,464	8,137	11,499	735	798	31,571	43,761	42·04	53·12	3
2·55	2·65	330·19	328 45	215,335	218,449	130,110	143,827	9,410	9,496	354,855	371,772	39·23	41·02	4
3·87	4·26	220·71	254 63	143,212	136,082	61,588	58,927	11,284	10,880	216,084	200,889	28·94	28·58	5
4·39	4·44	237·92	276·54	33,350	33,911	15,311	13,559	3,023	2,658	51,684	50,128	31·12	34·14	6
5·74	...	183·69	...	6,452	...	3,158	...	369	...	9,979	...	23·29	...	7
3·98	4·15	268·93	309·08	120,286	106,350	54,965	53,414	5,137	4,335	180,388	164 099	34·89	35·15	8
3·48	3·75	262·84	278·41	24,168	22,148	13,170	9,459	943	881	38,281	32,488	31·55	27·62	9
6·05	5·73	166·81	187·84	7,556	8,272	2,044	2,118	560	606	10,160	10,996	21·27	21·03	10
6·65	5·52	100·38	104·64	9,221	9,155	3,904	3,581	624	574	13,749	13,310	25 30	25·50	11
5·65	5·81	115·62	131·44	29,204	33,388	10,100	11,082	2,455	2,622	41,759	47,092	28·65	30·06	12
7·83	9·29	100·72	97·99	1,518	1,665	705	679	72	73	2,295	2,417	29·90	31·01	14
5·60	5·78	129·97	149·19	54,548	55,161	20,389	15,298	2,518	2,393	77,455	72,852	29·60	25·71	2
6·45	6·58	134·50	146·98	27,577	32,517	10,221	13,359	2,651	2,763	40,449	48,639	27·33	29·52	15
6·44	6·89	118·18	123·20	19,249	22,491	5,499	6,666	711	767	25,459	29,924	31·68	33·53	3
8·08	6·96	66·74	94·69	1,361	1,649	650	624	39	47	2,050	2,320	22·50	22·93	18
8·14	...	116·92	...	3,359	...	924	...	246	...	4,529	...	25·90	...	7
9·46	13·84	61·87	60·53	178	132	92	56	...	...	270	188	21·06	19·25	19
5·13	5·56	115·47	101·13	14,270	14,019	8,416	8,589	1,355	1,434	24,041	24,042	30·24	31·06	20
7·93	11·12	63·36	56·18	562	695	304	310	14	21	880	1,026	18·89	19·75	21
6·60	6 23	89·67	97·03	35,826	35,460	10,668	9,493	2,970	2,964	49,464	47,917	22·65	22·13	6
66·07	64·04	21·39	29·28	109	98	39	27	1	1	149	126	5·64	6·44	10
5·98	6·41	105·87	116·78	4,473	5,162	1,963	2,260	453	458	6,889	7,880	24·56	26·97	25
6·24	5·94	105·31	194 93	854	1,046	157	293	66	85	1,077	1,424	21·64	20·52	10
6·19	5·83	102·01	112·92	25,600	26,271	11,838	10,802	2,026	1,958	39,464	39,031	25·57	26·19	10
14·31	17·78	50·03	50·95	272	218	181	102	...	...	453	320	20·37	19·21	26
5·27	6·15	85·21	78·06	3,866	4,180	2,201	2,099	228	230	6,295	6,509	26·35	26·38	1
9·14	6·07	43·84	61·29	208	138	78	54	15	10	296	202	18 59	18·07	3
33·73	30·46	23·28	25·65	335	316	192	111	65	69	592	496	8·32	5·64	8
7·98	9·33	22·01	33·82	680	419	179	86	79	57	938	562	13·46	11·59	8
9·36	9·41	28 89	28·38	160	157	63	48	10	10	233	215	13·25	11·60	10
8·60	8·28	53 08	55·64	643	657	201	181	17	18	861	856	20·07	19·67	1
5·71	6·63	73·67	72·14	206	174	100	67	17	15	323	256	18·49	17·22	1
10·88	11·82	31·77	30·17	70	67	22	20	4	4	96	91	13·62	13·06	20
8·26	7·56	36·26	52·65	347	450	124	134	16	18	487	602	14·46	17·90	8
11·02	7·29	16·23	27·98	13	9	6	3	14	12	33	24	4·15	4·75	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	100		101		102	
				GOODS					
				VEHICLES AND					
Main head.	Sub-head.			Average number of vehicles in a goods train—*concld.*				Average earnings per goods vehicle per mile (excluding brakes).	
				Brake-vans. No.		Total. No.		Pies.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		1·12	1·08	35·14	33·99	29·27	32·62
2	(*a*) to (*e*)	Bombay, Baroda and Central India		1·33	1·35	37·15	37·65	36·35	44·53
3	(*a*) and (*b*)	Eastern Bengal		1·00	0·98	43·04	54·10	36·00	28·57
4	(*a*) to (*c*)	East Indian		1·07	1·07	40·30	42·09	21·44	21·25
5	(*a*) to (*g*)	Great Indian Peninsula		1·60	1·64	30·54	30·22	29·49	37·98
6	(*a*) to (*c*)	Madras and Southern Mahratta		1·94	1·91	33·06	36·05	33·54	35·93
7	(*a*) and (*b*)	Nizam's Guaranteed State*		0·89	...	24·18	...	45·31	...
8	(*a*) to (*n*)	North Western		1·02	0·95	35·91	36·10	30·71	36·50
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·80	0·77	32·35	28·39	28·56	37·75
10	(*a*)	South Indian		1·24	1·23	22·51	22·26	47·44	51·14
		3′ 3¾″ GAUGE.							
11	...	Assam-Bengal		1·20	1·15	26·50	26·65	26·38	22·66
12	(*a*) and (*b*)	Bengal and North-Western		1·79	1·77	30·44	31·83	22·79	25·44
14	(*a*) and (*b*)	Bhavnagar State		0·98	0·97	30·88	31·98	26·38	29·35
2	(*f*) to (*l*)	Bombay, Baroda and Central India		1·00	0·98	30·60	29·69	24·59	30·04
15	(*a*) to (*c*)	Burma		1·92	1·78	29·25	31·30	31·74	32·74
3	(*c*) to (*c*)	Eastern Bengal		0·91	0·88	32·59	34·41	24·03	25·33
18	(*a*) to (*c*)	Gondal-Porbandar State		0·44	0·47	22·94	23·40	23·97	28·49
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley*		1·49	...	27·39	...	36·73	...
19	...	Jamnagar		...	...	21·06	19·25	27·82	43·52
20	(*a*) to (*e*)	Jodhpur-Bikaner		1·81	1·97	32·05	33·03	19·57	18·11
21	...	Junagad State		0·30	0·42	19·19	20·17	26·59	31·62
6	(*d*) to (*l*)	Madras and Southern Mahratta		1·45	1·46	24·10	23·59	26·12	27·33
10	(*c*)	Nilgiri		0·04	0·03	5·68	6·47	250·77	291·17
25	(*a*) and (*b*)	Rohilkund and Kumaon		1·73	1·66	26·29	28·63	25·77	27·77
10	(*g*)	Shoranur-Cochin		1·40	1·30	23·04	21·82	30·37	30·37
10	(*b*),(*d*)to (*f*) and (*h*) to (*j*)	South Indian		1·38	1·38	26·95	27·57	24·70	25·14
26	...	Udaipur-Chitorgarh		...	...	20·37	19·21	35·15	47·14
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·99	0·97	27·34	27·35	17·04	18·21
8	(*o*)	Jacobabad-Kashmor		1·02	0·97	19·61	19·04	21·55	25·81
8	(*p*)	Kalka-Simla		1·02	0·92	9·34	6·56	94·40	138·63
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		1·23	1·31	14·69	12·90	13·05	27·22
10	(*k*)	Morappur-Hosur		0·60	0·58	13·85	12·18	20·41	23·02
1	(*g*)	Purulia-Ranchi		0·40	0·42	20·47	20·09	22·74	23·44
1	(*h*)	Raipur-Dhamtari		1·05	1·05	19·54	18·27	22·73	27·77
10	(*l*)	Tirupattur-Krishnagiri		0·66	0·67	14·28	13·73	25·39	27·30
8	(*s*)	Trans Indus (Kalabagh-Bannu).		0·51	0·56	14·97	18·46	20·72	22·23
		2′ 0″ GAUGE.							
21	(*f*)	Pipar-Bilara Light		3·02	4·49	7·17	9·24	43·14	42·88

*Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

103		104		105		106		107		108		109		NUMBER.
TRAFFIC—*continued.*														
VEHICLE MILEAGE—*concluded.*								WEIGHT OF TRAIN AND TON-MILEAGE.						
Carrying capacity hauled one mile (excluding brakes) (in thousands). Tons.		Percentage of freight upon capacity hauled. Per cent.		Average load of a goods vehicle (including both loaded and empty). Tons.		Average load of a loaded goods vehicle. Tons.		Gross ton-mileage of all goods trains (in thousands). Freight. Ton miles.		Dead-weight. Ton miles.		Total. Ton miles.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1,909,570	1,849,336	55·74	55·95	9·83	9·90	14·59	14·22	1,064,391	1,034,616	1,160,888	1,125,940	2,225,279	2,160,556	1
1,098,055	1,144,232	42·80	43·69	7·73	7·93	12·24	12·07	469,983	499,932	656,556	683,717	1,126,539	1,183,649	2
485,996	721,810	35·56	26·18	5·60	4·40	7·61	6·01	172,817	188,965	330,023	442,800	502,840	631,765	3
6,171,121	6,483,556	47·11	44·74	8·42	8·01	13·50	13·28	2,907,145	2,900,940	3,636,879	3,774,298	6,544,024	6,675,238	4
3,488,651	3,248,003	44·77	52·11	7·63	8·91	10·91	12·44	1,561,836	1,692,525	2,506,059	2,349,704	4,067,895	4,042,229	5
838,040	820,749	44·39	46·85	7·64	8·10	11·15	11·34	371,992	384,507	537,650	517,858	909,642	902,365	6
173,874	...	43·59	...	7·89	...	11·75	...	75,796	...	116,009	...	191,805	...	7
3,494,799	2,970,690	38·65	47·29	7·71	8·79	11·23	13·21	1,350,840	1,404,911	1,941,715	1,782,792	3,292,555	3,187,703	8
680,222	567,786	45·72	56·11	8·33	10·08	12·87	14·38	311,022	318,564	418,437	368,867	729,459	687,431	9
169,225	186,691	44·50	49·70	7·84	8·93	9·97	11·22	75,305	92,791	115,650	126,243	190,955	219,034	10
131,508	130,326	39·61	40·10	3·97	4·10	5·65	5·71	52,085	52,261	93,700	91,499	145,785	143,760	11
399,472	451,774	39·70	43·05	4·04	4·37	5·43	5·82	158,596	194,469	232,163	258,214	390,759	452,683	12
18,126	18,936	41·30	39·12	3·37	3·16	4·93	4·45	7,485	7,408	11,858	12,285	19,343	19,693	14
713,390	673,150	46·12	54·39	4·39	5·20	6·03	6·64	329,011	366,128	429,529	409,043	758,540	775,171	2
366,152	444,751	50·79	51·35	4·92	4·98	6·74	7·02	185,970	228,372	269,891	312,765	455,861	541,137	15
289,890	342,013	31·85	31·32	3·73	3·67	4·80	4·76	92,328	107,122	196,922	228,107	289,250	335,229	3
15,150	16,945	39·37	55·40	2·97	4·13	4·38	5·69	5,964	9,387	10,708	11,958	16,672	21,345	18
47,204	...	40·96	...	4·51	...	5·76	...	19,335	...	31,423	...	50,758	...	7
1,973	1,366	40·25	43·37	2·94	3·14	4·46	4·48	794	592	1,544	1,119	2,338	1,711	19
205,922	203,741	42·06	36·13	3·82	3·26	6·07	5·25	86,618	73,621	135,432	132,249	222,050	205,870	20
6,387	7,248	45·51	39·45	3·35	2·84	5·17	4·11	2,906	2,859	5,144	5,820	8,050	8,679	21
374,144	363,400	49·18	54·24	3·96	4·38	5·14	5·56	184,021	197,115	290,242	283,927	474,263	481,042	6
1,491	1,265	37·62	45·06	3·80	4·55	5·13	5·82	561	570	1,643	1,253	2,204	1,823	10
67,455	79,013	41·11	40·67	4·31	4·33	6·20	6·22	27,743	32,134	40,593	45,343	68,336	77,477	25
9,744	12,860	50·53	53·24	4·87	5·11	5·76	6·54	4,924	6,847	6,544	8,857	11,468	15,704	10
327,939	324,901	45·54	49·19	3·99	4·31	5·83	6·84	149,369	159,824	252,011	247,349	401,380	407,173	10
3,954	2,791	28·19	30·37	2·45	2·65	4·09	3·89	1,115	848	2,644	1,907	3,759	2,755	26
49,844	51,859	39·36	35·83	3·23	2·96	5·07	4·45	19,620	18,578	36,388	37,903	56,008	56,481	1
2,297	1,546	28·83	42·03	2·36	3·39	3·19	4·72	662	650	1,456	1,032	2,118	1,682	8
4,338	3,573	34·01	54·38	2·80	4·55	4·40	6·15	1,475	1,943	4,368	4,509	5,843	6,452	8
4,181	2,383	33·60	61·82	1·64	2·92	2·07	3·52	1,405	1,473	3,921	2,450	5,326	3,923	8
1,093	1,008	44·38	49·79	2·18	2·45	3·04	3·21	485	502	1,340	1,337	1,825	1,839	10
7,225	7,206	30·78	32·92	2·65	2·83	3·47	3·61	2,233	2,372	5,311	5,327	7,544	7,699	1
2,116	1,628	57·49	62·20	3·98	4·19	5·91	5·80	1,216	1,012	1,376	1,122	2,592	2,134	1
446	426	47·87	47·37	2·33	2·31	3·06	3·00	214	202	535	521	749	723	10
3,822	4,657	30·88	36·85	2·51	2·94	3·40	3·82	1,180	1,716	3,297	3,727	4,477	5,443	8
86	57	86·75	127·04	3·91	5·88	5·68	7·78	75	73	150	101	225	174	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	110	111	112	
				GOODS			
				WEIGHT OF TRAIN AND TON-MILEAGE—*concld.*			
				Average weight of a goods train.			
Main head.	Sub-head.			Freight. Tons.		Dead-weight. Tons.		Total. Tons.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		334·45	325·82	364·77	354·59	699·22	680·41
2	(*a*) to (*c*)	Bombay, Baroda and Central India		276·74	287·91	386·59	393·75	663·33	681·66
3	(*a*) and (*b*)	Eastern Bengal		235·59	233 63	449·91	547·45	685·50	781·08
4	(*a*) to (*c*)	East Indian		330·19	328·45	413·07	427 34	743·26	755·79
5	(*a*) to (*g*)	Great Indian Peninsula		220·71	254·63	354·14	353 49	574·85	608·12
6	(*a*) to (*c*)	Madras and Southern Mahratta		237·92	276·54	343·88	372·44	581·80	648·98
7	(*a*) and (*b*)	Nizam's Guaranteed State*		183·69	...	281·14	...	464·83	...
8	(*a*) to (*n*)	North Western		268·93	309·08	386·57	392·21	655·50	701·29
9	(*a*) and (*b*)	Oudh and Rohilkhand		262·84	278·41	353·62	322·37	616·46	600·78
10	(*a*)	South Indian		166·81	187·84	256·18	255·55	422·59	443 39
		3′ 3⅜″ GAUGE.							
11	...	Assam-Bengal		100 38	104·64	180·59	183·20	280·97	287 84
12	(*a*) and (*b*)	Bengal and North-Western		115·62	131·44	169·25	174·53	284·87	305·97
14	(*a*) and (*b*)	Bhavnagar State		100·72	97·99	159·55	162 50	260·27	260·49
2	(*f*) to (*l*)	Bombay, Baroda and Central India		129·97	149 19	169·68	166·68	299·65	315·87
15	(*a*) to (*c*)	Burma		134·49	146·98	195·19	201·29	329·68	348·27
3	(*c*) to (*e*)	Eastern Bengal		118·18	123·20	252 05	262·34	370·23	385·54
18	(*a*) to (*c*)	Gondal-Porbandar State		66·74	94·62	119·82	120·62	186 56	215·31
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		116·92	...	190·03	...	306·95	...
19	...	Jamnagar		61 87	60·32	120·25	114·32	182·12	174 85
20	(*a*) to (*e*)	Jodhpur-Bikaner		115·47	101·13	180·54	181·66	290 01	282 79
21	...	Junagad State		63·36	56·18	112·14	114·35	175·50	170·53
6	(*d*) to (*l*)	Madras and Southern Mahratta		89·67	97 03	141·32	139·76	231·10	236 79
10	(*c*)	Nilgiri		21·39	29·28	62·68	64 40	84·07	93·68
25	(*a*) and (*b*)	Rohilkund and Kumaon		105·87	116·78	154·90	164·79	260·77	281·57
10	(*g*)	Shoranur-Cochin		105·31	104·93	139·96	135·73	245·27	240·66
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*).	South Indian		102·01	112·92	172·10	174·75	274 11	287·67
26	...	Udaipur-Chitorgarh		50·03	50·95	118·62	114 60	168·65	165·55
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		85·21	78·06	158·02	159·24	243·23	237·30
8	(*o*)	Jacobabad-Kashmor		43·84	61·29	96·40	97·29	140·24	158·58
8	(*p*)	Kalka-Simla		23·28	25·65	68·96	59·52	92·24	85·17
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		22·01	33·82	61·43	56 22	83 44	90·04
10	(*k*)	Morappur-Hosur		28.89	28 38	79·81	75 59	108 70	103·97
1	(*g*)	Purulia-Ranchi		53·08	55·64	126 26	124 95	179·34	180·59
1	(*h*)	Raipur-Dhamtari		73·67	72·14	83 33	79 92	157·00	152·06
10	(*l*)	Tirupattur-Krishnagiri		31·77	30·17	79·63	77·93	111·40	108·10
8	(*s*)	Trans Indus (Kalabagh-Bannu)		36·26	52·65	101·31	114·33	137·57	16698
		2′ 0″ GAUGE.							
20	(*f*)	Pipar Bilara Light		16·23	27·98	32·60	38·96	48·83	66·94

*Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

113		114		115		115 A		116		117		118		Number.
TRAFFIC—*concluded.*														
Cost of Working and Profits.														
Average cost of hauling a goods train one mile. Rs.		Average cost of hauling a goods vehicle with its load one mile. Pies.		Average cost of hauling a goods unit (*viz.*, one ton) one mile. Pies.		Average cost of hauling a goods unit one mile including interest on capital expended on open line at the rate of 5 per cent per annum. Pies.		Average profit on working a goods train one mile. Rs.		Average profit on working a goods vehicle with its load one mile. Pies.		Average profit on working a goods unit (*viz*, one ton) one mile. Pies.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2·42	2·78	13·67	16·22	1·39	1·64	2·63	2·96	2·77	2·81	15·60	16·40	1·59	1·66	1
2·95	3·18	15·80	16·80	2·04	2·12	3·78	3·78	3 83	5·24	20·55	27·73	2 67	3·50	2
3·33	4·64	15·44	16·78	2·76	3·81	5·96	7·44	4·50	3·27	20·56	11·19	3·66	2·69	3
1·72	1·92	8·43	9·01	1·00	1·13	1·96	2·11	2·66	2·62	13·01	12·24	1·55	1·52 2·06	4
2·67	2·92	17·71	19·62	2 32	2·20	3·80	3·59	1·78	2·73	11·78	18·36	1·55	2·11	5
2·92	3·36	18.03	18·90	2·36	2·33	3·92	3·88	2·52	3·03	15·51	17·03	2·03		6
2·25	...	18·54	...	2·35	...	4·66	...	3·25	...	26·77	...	3·39	...	
3·01	3·39	16·59	18·52	2·15	2·11	4·16	4·07	2·57	3·29	14·12	17·98	1·83	2·04	8
2·37	2·55	14·41	17·73	1·73	1·76	3·61	3·65	2·32	2·88	14·15	20·02	1·70	1·99	9
2·41	2·14	21·77	19·50	2·78	2·18	5·09	4·29	2·84	3·46	25·67	31·64	3·27	3·55	10
2·14	2·90	18·31	21·85	4·61	5·32	9·63	10·44	1·07	0·11	8·07	0·81	2·04	0·20	11
1·48	1·51	9·91	9·66	2·46	2·21	5 19	4·63	1 92	3·47	12·88	15·78	3·19	3 60	12
2·28	2·31	14·62	14·28	4·34	4·52	8·19	8·46	1·83	2·43	11·76	15·07	3·49	4·77	14
1·87	1·95	12·13	13·04	2·76	2·51	4·43	4·08	1·92	2·54	12·46	17·00	2·84	3·27	2
2·47	2·68	17·36	17·40	3·53	3·50	6 87	6·41	2·05	2·36	14·38	15·34	2·92	3·08	15
2·58	2·76	15·62	15·78	4·19	4·30	7·78	7·73	1·38	1·66	8·41	9 55	2·25	2·59	3
1·86	1·99	15·30	16·70	5·16	4·04	9·04	6·75	0·95	1·41	8·67	11·79	2·92	2·32	18
2·53	...	18·75	...	4·15	...	7·90	...	2·42	...	17·98	...	3·99	...	7
2·52	2·80	22·95	27·95	7·81	8·89	12·90	14·42	0·53	1·56	4·87	15·57	1·65	4·95	19
1·85	1·56	11·72	9·65	3·07	2·96	4 49	4·59	1·23	1·37	7·85	8·46	2·06	2·60	20
1·88	1·66	19·09	16·11	5·69	5·66	10·57	10·74	0·74	1·59	7·50	15·51	2·24	5·46	21
1·60	1·79	13·58	15·50	3 43	3·54	6·07	6·07	1·48	1·36	12 54	11·83	3·17	2·69	6
4·02	4·88	136·90	145·45	36·07	31·99	65·65	59·24	3·34	4·83	113·87	145·72	30·00	22·05	10
1·73	1·78	13·56	12·69	3·15	2·93	6·46	6·09	1·57	2·12	12·21	15·08	2·83	3 48	25
1·79	1·80	15·87	16·86	3·26	3·30	6·85	6·25	1·63	1·45	14·50	13·51	2·98	2·64	10
1·80	2·12	13·52	15·54	3·39	3·60	5·37	5·59	1·49	1·31	11·18	9 60	2·80	2·23	10
1·55	1·50	14·68	15·02	5·97	5·66	15·76	18·56	2·17	3·21	20·47	32·12	8·37	12·12	26
1·98	2·21	14·41	16·12	4·46	5·45	9·78	10·97	0·36	0·29	2·63	2·09	0·81	0·70	1
1·04	1·13	10·69	11·99	4·53	3·54	13·61	11·77	1·05	1·30	10·86	13·82	4·61	2·53	6
2·85	2·92	65·77	99·37	23 50	21·84	54·26	48·09	1·24	1·15	28·63	39·26	10·23	8·62	8
1·26	1·58	17·99	26·25	11·00	9·00	21·47	17·81	*—0·34*	0·06	*—4·94*	0·97	*—3·02*	0·33 1·88	8
1·15	1·11	16·65	18·44	7·63	7·53	14·88	14·92	0·26	0·28	3·76	4·58	1·73	4·41	10
1·31	1·12	12·57	10·95	4·75	3·87	11·09	8·68	1·07	1·23	10·17	12·49	3·85	1·55	1
1·86	1·91	19·36	21·28	4·86	5·08	8·86	9·61	0·33	0·58	3·37	6·49	0·85	3 48	1
1·29	1·31	18·18	19·26	7·79	8·34	16·23	17·25	0·51	0·55	7·21	8·04	*3·09*	*—3·03*	10
1·86	2·91	24·73	31·15	9·86	10·59	24 80	21·39	*—0·30*	*—9 84*	*—4 01*	*—8·92*	*—1·60*		8
1·49	1·56	69·08	62·87	17·65	10·69	27·91	20·11	*—0·56*	*—0·50*	*—25·94*	*—19·99*	*—6·63*	*—3·40*	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	119		120		121	
				DETAILED PERCENTAGES					
				Percentage to total					
Main head.	Sub-head.			Coaching traffic. Per cent.		Goods traffic. Per cent.		Sundries including telegraph. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	.....	Bengal-Nagpur		26·76	26·21	70·71	71·27	2·08	2·11
2	(a) to (e)	Bombay, Baroda and Central India		37·63	34·46	60·29	63·97	2·08	1 57
3	(a) and (b)	Eastern Bengal		41·53	39·24	53·70	55·66	4·77	5·10
4	(a) to (c)	East Indian		29·90	29·96	68·67	68·72	1·43	1·30
5	(a) to (g)	Great Indian Peninsula		34·43	31·32	64·34	67·41	1·23	1·27
6	(a) to (c)	Madras and Southern Mahratta		41·44	39·52	56·93	58·60	1·63	1·88
7	(a) and (b)	Nizam's Guaranteed State*		26·47	...	65·56	...	7·97	...
8	(a) to (n)	North Western		42·66	41·96	53·93	54·17	3·41	3·87
9	(a) and (b)	Oudh and Rohilkhand		48·62	43·05	42·75	44·76	8·63	12·19
10	(a)	South Indian		41·06	37·19	50·13	54·37	8·81	8·44
		3′ 3¾″ GAUGE.							
11	.....	Assam-Bengal		39·35	47·67	52·30	45·68	8·05	6·32
12	(a) and (b)	Bengal and North-Western		51·50	47·39	41·36	45·85	2·18	2·45
14	(a) and (b)	Bhavnagar State		57·62	56·34	37·70	37·99	4·68	5·67
2	(f) to (l)	Bombay, Baroda and Central India		42·63	38·60	55·10	59·02	2·27	2·38
15	(a) to (c)	Burma		41·48	39·31	55·19	58·36	2·94	1·96
3	(c) to (e)	Eastern Bengal		49·97	50·37	43·94	44·03	3·82	3·51
18	(a) to (c)	Gondal-Porbandar State		61·42	58·19	35·87	39·33	2·71	2·48
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley*		48·87	...	54·88	...	5·25	...
19	.....	Jamnagar		74·10	73·85	23·49	24·18	2·41	1·97
20	(a) to (e)	Jodhpur-Bikaner		41·77	44·22	56·38	52·90	1·85	2·88
21	.....	Junagad State		62·30	57·49	35·09	40 66	2·61	1·85
6	(d) to (l)	Madras and Southern Mahratta		41·39	38·97	57·21	59·11	1·40	1·92
10	(c)	Nilgiri		49·28	50·45	49·40	48·82	1·32	0·73
25	(a) and (b)	Rohilkund and Kumaon		49·70	41·91	41·21	48·96	9 09	9·13
10	(g)	Shoranur-Cochin		54·26	50 16	45·09	49·11	0·65	0·73
10	(b), (d), to (f) and (h) to (j)	South Indian		58·04	53·76	39·00	42·02	2·08	3·23
26	.....	Udaipur-Chitorgarh		51·24	55·52	46·07	40·35	1·99	4·13
		2′ 6″ GAUGE.							
	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		50·00	45·27	49·02	53 66	0·98	1·07
8	(o)	Jacobabad-Kashmor		59·84	63·48	40·14	36·50	0·02	0 02
8	(p)	Kalka-Simla		66·88	56·63	31·65	41 94	1 47	1·43
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		75·13	67·38	23·93	31·70	0 94	0·92
10	(k)	Morappur-Hosur		71·84	68·94	27·34	28 96	0·82	2 10
1	(g)	Purulia-Ranchi		61·08	69·27	38·52	30·39	0·40	0·34
1	(h)	Raipur-Dhamtari		56·78	55·02	42·98	44·60	0·24	0 38
10	(l)	Tirupattur-Krishnagiri		69·18	63·47	30·34	32·79	0·48	3·74
8	(s)	Trans Indus (Kalabagh-Bannu)		60·67	54·49	25·97	29·90	0·92	0·57
		2′ 0″ GAUGE.							
20	(f)	Pipar-Bilara Light		67·87	77·30	32·04	22·75	0·09	—0·05

* Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

122	...	123	124	125	126	127	
OF EARNINGS AND EXPENDITURE.							NUMBER.
earnings.		Percentage of working expenses on total earnings.					

Steam-boat earnings. Per cent.		Total.		Maintenance. Per cent.		Locomotive expenses. Per cent.		Carriage and wagon expenses. Per cent.		Traffic expenses. Per cent.		General charges. Per cent.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·45	0·41	100·00	100·00	7·57	7·66	14·68	14·75	5·02	5·72	7·66	7·24	3·98	3·98	1
...	...	100·00	100·00	3·75	7·62	19·80	14·78	4·41	4·28	7·18	6·01	3·68	3·21	2
...	...	100·00	100·00	6·68	15·22	12·49	12·68	4·84	5·48	15·16	15·69	5·51	5·76	3
...	0·02	100·00	100·00	6·55	7·89	11·64	11·60	3·23	4·32	8 81	8·77	3·20	3·15	4
...	...	100·00	100·00	8 81	9·09	25·87	23·27	4·05	3·37	8·17	7·46	3·90	3·32	5
...	...	100·00	100·00	7·87	7·41	21·38	20·92	5·25	5·77	5·53	5·77	3·72	3·77	6
...	...	100·00	...	8·77	...	16·15	...	3·10	...	5·96	...	5·17	...	
...	...	100·00	100·00	11·09	12·96	19·06	17·05	3·96	3·06	8·99	8·45	3·36	3·13	8
...	...	100·00	100·00	9·16	11·40	13·88	12·11	5·43	5·54	8·83	7·70	4·19	3·73	9
...	...	100·00	100·00	6·06	6·20	31·38	20·08	5·98	6·30	5·24	5·38	3·70	3·80	10
0·30	0·33	103·00	100·00	19·58	26·15	17·21	17·23	5·37	7·79	*17·32	*16·07	8·98	10·36	11
4·96	4·31	100·00	100·00	10·30	12·21	13·10	10·24	4·49	2·56	6·35	5·67	3·94	3·63	12
...	...	100·00	100·00	13·69	15·09	14·46	11·97	3·17	2·32	10·85	8·88	7·18	6·36	14
...	...	100·00	100·00	7·88	7·25	19·91	17·30	4·81	4·83	7·58	7·32	4·10	3·85	2
0·39	0·37	100·00	100·00	12·54	14·43	17·80	16·13	4·91	4·10	8·30	7·28	6·20	5·56	15
2·27	2·09	100·00	100·00	12·72	13·19	17·35	14·13	5·36	4·43	14·10	11·96	4 83	4·76	3
...	...	100·00	100·00	14·89	12·63	19·64	18·05	5·42	4·50	8·03	8·15	6·39	5·24	18
...	...	100·00	...	12·96	...	14·55	...	4·16	...	10·81	...	11·37	...	7
...	...	100·00	100·00	13·41	27·52	23·03	13·03	2·17	1·53	7·30	6·91	6·86	6·31	19
...	...	100·00	100·00	12·99	9·38	19·61	16·91	3·39	3·53	7·27	6·67	4·53	4·26	20
...	...	100·00	100·00	14·58	9·04	17·60	16·09	4·48	2·78	8·65	8·83	9·07	6 62	21
...	...	100·00	100·00	11·08	12·26	21·27	23·44	3·87	3·99	7·32	7·54	5·21	5·27	6
...	...	100·00	100·00	7·52	7·64	41·97	37·10	4·24	4·46	6·68	7·40	4·04	4·23	10
...	...	100·00	100·00	10·59	10·25	12·82	12·04	4·08	3·52	7·55	7·27	6·26	5·84	25
...	...	100·00	100·00	5·68	5·72	23·36	21·76	3·71	4·15	6·45	7·22	4·21	4·42	10
...	...	100·00	100·00	5·67	9·10	19·84	21·19	5·91	5·63	6·66	7·74	4·26	4·52	10
0·88	0·99	100·00	100·00	16·56	10·20	17·89	14·43	2·92	5·95	8·23	7·52	4·65	4·86	26
...	...	100·00	100·00	23·00	33·31	22·62	23·50	9·25	10·40	11·00	11·43	9·51	9 35	1
...	...	100·00	100·00	10·28	9·97	12·76	12·37	3·90	3·78	4·96	4·81	2·84	2·75	8
...	...	100·00	100·00	8·99	12·77	19·29	20·20	5·37	8·09	9·06	12·32	3·23	3·56	8
...	...	100·00	100·00	17·47	18·64	31·39	33·34	9·62	6·57	11·07	11·93	6·07	7 43	8
...	...	100 00	100·00	31·17	26·97	39·24	39·03	3·05	3 95	11·52	12·67	6·34	6·32	10
...	...	100·00	100·00	16·76	13·15	18·55	13·77	3·65	5·69	5·97	4·66	6·85	6·00	1
...	...	100·00	100·00	19·25	19·21	14·22	14·14	4·09	3·47	8·02	7·77	7·60	8 20	1
...	...	100·00	100·00	23·58	18·82	23·53	28·92	1·53	2·18	9·21	11·23	5·42	5·55	10
12·41	15·04	100·00	100·00	26·84	45 83	34·56	32·98	—4·52	2·64	11·87	11·03	6·18	5 99	8
...	...	100·00	100·00	17·14	18·76	51·15	28·57	10·82	5·32	12·48	12·91	1·06	1·50	20

* Includes 7·32 per cent in the 1st half and 4·28 per cent in the 2nd half on account of Jetty expenses.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	128		129		130	
				Detailed Percentages of Earnings and Expenditure—*concld.*					
				Percentage of working expenses on total earnings—*concld.*					
Main head.	Sub-head.			Miscellaneous expenses. Per cent.		Steam-boat expenses. Per cent.		Total working expenses. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		4·95	7·63	0·99	0·96	44·85	47 94
2	(a) to (e)	Bombay, Baroda and Central India		4·69	3·39	...	...	43·50	39·29
3	(a) and (b)	Eastern Bengal		2·59	3·39	...	...	47·27	58·22
4	(a) to (c)	East Indian		2·28	2·18	—0·06	0·01	35·65	37·92
5	(a) to (g)	Great Indian Peninsula		6·18	4·39	...	...	56·98	50·90
6	(a) to (c)	Madras and Southern Mahratta		5·73	5·79	...	...	49·48	49·43
7	(a) and (b)	Nizam's Guaranteed State*		5·17	...	...	...	44·32	...
8	(a) to (n)	North Western		2·24	2 83	0·03	—*0·03*	48·73	47·45
9	(a) and (b)	Oudh and Rohilkhand		2·50	1·59	...	...	43·99	42·07
10	(a)	South Indian		2·07	3·38	...	...	54·43	45·14
		3′ 3⅜″ Gauge.							
11	.....	Assam-Bengal		4·16	3·32	1·17	1·59	78·79	82·51
12	(a) and (b)	Bengal and North-Western		1·40	1·11	2·02	2·59	41·60	38·01
14	(a) and (b)	Bhavnagar State		2·64	2·48	...	...	51·99	47·10
2	(f) to (l)	Bombay, Baroda and Central India		1·92	1·67	...	...	46·50	42·22
15	(a) to (c)	Burma		2·96	2·52	0·82	0·76	53·53	50·78
3	(c) to (l)	Eastern Bengal		2·28	1·82	2·04	2 17	58·68	52·46
18	(a) to (c)	Gondal-Porbandar State		1·88	2·09	...	...	56·25	50·66
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley*		5·24	...	...	...	59·09	...
19	.....	Jamnagar		5·28	1·51	...	...	58·00	56·81
20	(a) to (e)	Jodhpur-Bikaner		4·62	5·56	...	...	52·41	46·31
21	.....	Junagad State		2·19	2·54	...	...	56·57	45·90
6	(d) to (l)	Madras and Southern Mahratta		1·79	3 45	...	...	50·54	55·95
10	(c)	Nilgiri		2·47	3 13	...	...	66·92	63·96
25	(a) and (b)	Rohilkund and Kumaon		0·88	0·79	...	...	42·13	39·71
10	(g)	Shoranur-Cochin		2·66	3·36	0·96	1·37	47·03	48·00
10	(b), (d) to (f) and (h) to (j)	South Indian		3·47	3·21	1·34	2·00	46·65	53·39
26	.....	Udaipur-Chitorgarh		1·77	2·86	...	...	52·02	45·82
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·93	1·90	...	...	77·31	89·89
8	(o)	Jacobabad-Kashmor		0·71	0 69	...	...	35·45	34·37
9	(p)	Kalka-Simla		1·71	0·39	...	...	47·65	57·33
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		1·29	0·95	...	...	76·91	78·86
10	(k)	Morappur-Hosur		1·28	1 41	...	...	92·60	90·85
1	(g)	Purulia-Ranchi		1·26	0·91	...	...	53·04	44·18
1	(h)	Raipur-Dhamtari		0·88	0 94	...	...	54·06	53·73
10	(l)	Tirupattur-Krishnagiri		1·25	1·61	...	...	64·52	68 31
8	(s)	Trans Indus (Kalabagh-Bannu)		1·16	1·11	9·10	3·72	85·19	104·20
		2′ 0″ Gauge.							
20	(f)	Pipar-Bilara Light		0·75	0·48	...	...	93·40	67·54

* Figures for 2nd half are no available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

131*a*	132*a*	133*a*	134*a*	135*a*	135A*a*	136*a*	137*a*	
TABLE A.—MAINTENANCE OF WAY, WORKS AND STATIONS.								NUMBER.
PER MILE OF LINE MAINTAINED.								
General Superintendence (including office expenses).	Maintenance and renewal of permanent-way.	Repairs of bridges, etc.	Conservancy of rivers.	Repairs of stations and buildings.	Electricity and repairs and renewals of electric plant.	Other charges (net).	Total Maintenance, etc.	Main head.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
220·12 / 243 72	482·13 / 455·58	48·82 / 56·11	... / ...	123·92 / 195·53	... / ...	60·66 / 59·82	935·65 / 1,010·76	1
232·06 / 206 47	271·64 / 879·76	—57·07 / 137·34	... / ...	87·88 / 159·67	0·50 / 0·39	38·84 / 9·46	573·85 / 1,393 09	2
368·67 / 369·69	294·81 / 1,392·27	113 91 / 343·11	1·27 / 13·36	374·51 / 508 63	... / ...	131·31 / 212·02	1,284·48 / 2,839·08	3
257·67 / 254·98	687·86 / 951·22	62·56 / 45·76	... / ...	244·61 / 311·94	... / ...	101·46 / 95·67	1,354·16 / 1,659·57	4
234·81 / 233·95	666·45 / 589·44	153·29 / 338·09	... / ..	239·99 / 308·22	... / ...	89·14 / 159·77	1,383·68 / 1,629·47	5
188·21 / 200·01	632·00 / 569·02	78·62 / 73·69	... / ...	151 95 / 172·45	... / ...	38·77 / 26·03	1,089·55 / 1,041·20	6
195·13 / ...	438·60 / ...	91·71 / ...	... / ...	52·64 / ...	... / ...	87·16 / ...	865·24 / ...	7
164·59 / 157·71	592·22 / 811·72	54·97 / 132·25	3·84 / 4·86	126·70 / 186·54	... / ...	197·66 / 117·22	1,139·98 / 1,410·30	8
161·16 / 161·58	426·39 / 585·14	32·74 / 53·08	7·87 / 7·17	56·29 / 95 92	... / ...	49·36 / 72·92	733·81 / 975·81	9
156·42 / 157·72	452 55 / 444·20	14·00 / 69·41	... / ...	56·16 / 79·78	... / ...	—36·51 / —43·17	642·62 / 707·94	10
101·39 / 142·53	493·69 / 680·49	105·42 / 90·98	... / ...	79·54 / 92·92	... / ...	52·38 / 38·41	832·42 / 1,045·33	11
91·31 / 91·53	226·68 / 454·00	84·12 / 62·46	... / ...	35·75 / 36·39	... / ...	72·28 / 39 32	510·14 / 683·70	12
54·59 / 47·61	325·18 / 458·06	7·26 / 20·50	... / ...	23·74 / 20·58	... / ...	34·45 / 24·90	445·22 / 571·65	14
102·88 / 95·63	361·98 / 381·89	28·45 / 45·13	... / ...	86·11 / 67·30	0·23 / 0·15	33·43 / 8·56	613·08 / 598·66	2
188·50 / 193·08	451·68 / 673·38	81·75 / 100·45	0·28 / 0 74	101·39 / 143·34	... / ...	64·78 / 98·96	888·38 / 1,209·95	15
152·15 / 137 80	361·66 / 520·47	150 44 / 130·97	6·25 / 2·52	62·33 / 157·44	... / ...	42·05 / 48·82	774·88 / 998 02	3
48·01 / 49·49	327·55 / 358·06	9·18 / 4·33	... / ...	38 05 / 38 36	... / ...	35·15 / 22·67	457·94 / 467·82	18
167·18 / 49 81	225·54 / ..	22·42 / ...	... / ...	71·50 / ...	... / ...	37·88 / ...	524·52 / ...	7
52·56 / 29·23	266·06 / 733·60	12·37 / 9·57	... / ...	46·63 / 86·37	... / ...	34·73 / 16·86	412·34 / 896·21	19
81·49 /	323 04 / 188·89	4·26 / 12·99	... / ...	10·87 / 28·62	... /	30·77 / 24·52	400·43 / 284 25	20
62·94 / 67·15	275·77 / 202 90	18·73 / 4·87	... / ...	37·26 / 11·22	... / ...	18·47 / 19 33	413·17 / 304·51	21
101·90 / 98·58	385·03 / 415·65	40·54 / 47 33	... / ...	44·87 / 53·57	... / ...	13·81 / 19·79	586·15 / 634·92	6
257·42 / 279 21	647·96 / 666·64	20·20 / 26·80	... / ...	124·24 / 129·25	... / ...	—35·90 / —75·07	1,013·92 / 1,026·83	10
94·48 / 104·26	208·58 / 212·04	35·99 / 19·87	1·86 / 3·98	30 08 / 30·00	... / ...	53·18 / 34·28	424·17 / 404·43	25
Included with the South Indian Railway, 3′ 3½″ gauge.				... / ...	... / ...	... / ...	... / ...	10
154·66 / 150 99	262·66 / 506·77	24·36 / 33·78	... / ...	84·25 / 128·74	... / ...	67·53 / 66 02	593·46 / 886·30	10
33·70 / 36·34	340·42 / 226·26	10·06 / 2·15	... / ...	52·81 / 16·18	... / ...	6·99 / 13·98	443·98 / 294 91	26
111·59 / 106·43	203·74 / 341·64	31·85 / 60·76	... / ...	36·47 / 49·13	... / ...	22·81 / 32·38	406 46 / 590·34	1
Included with the North Western Railway, 5′ 6″ gauge.				... / ...	... / ...	... / ...	... / ...	8
293·07 / 326 41	319·84 / 400·02	125·89 / 305·75	... / ..	344·93 / 302·66	... / ...	144·91 / 230·80	1,228·64 / 1,565·64	8
99·64 / 120·46	190·15 / 171·79	59·41 / 60 43	... / ...	30·93 / 59 61	... / ...	37·26 / —0·20	417·39 / 412·09	8
77·70 / 73·98	287·19 / 222·29	4·89 / 19·51	... / ...	23·46 / 19·93	... / ...	—25·21 / —23·55	367·33 / 312·16	10
98·83 / 102·38	234·02 / 192·86	9·23 / 2·73	... / ...	21·17 / 45 34	... / ...	14·04 / 40·83	377·29 / 384·14	1
20·97 / 19·65	158·29 / 177·06	47·86 / 43·28	... / ...	26·20 / 9·01	... / ...	30·89 / 15 35	284·21 / 264·35	1
81·05 / 75 02	287·23 / 200·16	5·67 / 5 71	... / ..	21·91 / 22·22	... / ...	—25·45 / —21·95	370·41 / 281·16	10
70·78 / 108·12	166·61 / 185·74	119·87 / 391·15	0·56 / 9·23	28·72 / 42·54	... / ...	24·16 / 28·35	410·70 / 765·13	8
6·10 / 6·74	81·82 / 80·88	... / ...	... / ...	1·90 / 0·75	... / ...	0·95 / 2·06	0·77 / 20·38	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	131*b*		132*b*		133*b*	
				TABLE A.—					
				PER MILE					
Main head.	Sub-head.			General Superintendence (including office expenses). Rs.		Maintenance and renewal of permanent-way. Rs.		Repairs of bridges, etc. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*) . .	Bengal-Nagpur		166·86	184·45	365·49	344·78	37·00	42·47
2	(*a*) to (*e*) . .	Bombay, Baroda and Central India . .		159·04	140·51	186·17	598·73	—*39·11*	93·47
3	(*a*) and (*b*) . .	Eastern Bengal		186·40	192·32	149·06	724·28	57·59	178·49
4	(*a*) to (*c*) . .	East Indian		156·67	154·76	418·23	577·36	38·04	27·78
5	(*a*) to (*g*) . .	Great Indian Peninsula . . .		154·14	152·90	437·48	385·23	100·62	220·96
6	(*a*) to (*c*) . .	Madras and Southern Mahratta . .		151·26	1t0·52	507·93	456·69	63·19	59·14
7	(*a*) and (*b*) . .	Nizam's Guaranteed State* . . .		171·06	...	384·48	...	80·39	...
8	(*a*) to (*n*) . .	North Western		114·98	110·80	413·71	570·31	38·40	92·92
9	(*a*) and (*b*) . .	Oudh and Rohilkhand . . .		130·88	131·17	346·27	475·01	26·58	43·09
10	(*a*) . . .	South Indian		134·61	135·71	389·44	382·23	12 05	59 72
		3′ 3⅜″ GAUGE.							
11	...	Assam-Bengal		84·92	119·09	413·50	568·62	88·29	76·02
12	(*a*) and (*b*) . .	Bengal and North-Western . . .		77·63	76·62	192·72	330·08	71·52	52·29
14	(*a*) and (*b*) . .	Bhavnagar State		47·81	41·70	284·76	401 16	6·36	17·96
2	(*f*) to (*l*) . .	Bombay, Baroda and Central India . .		86·21	80·20	303·32	320·23	23·83	37·84
15	(*a*) to (*c*) . .	Burma		144·06	147·45	345·19	514·24	62·47	76·71
3	(*c*) to (*e*) . .	Eastern Bengal		120·22	109·11	285·76	412·09	118·87	103·70
18	(*a*) to (*c*) . .	Gondal-Porbandar State . . .		42·75	44·03	291·73	314·70	8·18	8·85
7	(*c*) and (*d*) . .	Hingoli Branch and Hyderabad-Godavari Valley*		147·18	...	198·56	...	19·74	...
19	...	Jamnagar		49·14	46·57	248·76	685 78	11·57	8·95
20	(*a*) to (*e*) . .	Jodhpur-Bikaner		29·37	27·24	301·16	176·00	3·97	12·10
21	...	Junagad State		57·05	60 83	249·99	183·01	16·98	4·41
6	(*d*) to (*l*) . .	Madras and Southern Mahratta . .		91·38	88·39	345·27	372·69	36·36	42·44
10	(*c*)	Nilgiri		222·34	241 16	559·65	575·79	17·45	23·14
25	(*a*) and (*b*) . .	Rohilkund and Kumaon . . .		81·40	90·51	179·70	184·09	31·00	17·26
10	(*g*)	Shoranur-Cochin		...	...	Incl	uded wi	th the	South
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		132·09	128·58	224·33	431·56	20·80	28·77
26	...	Udaipur-Chitorgarh . . .		31·39	33·86	317·19	210·84	9·38	2 01
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*) .	Gondia-Chanda, Jubbulpore-Goudia and Nagpur-Chhindwara Extensions.		100·81	96·19	184·06	308·78	28·77	54·91
8	(*o*) . . .	Jacobabad-Kashmor . . .		Incl	uded wi	th the	North	Weste	rn
8	(*p*) . . .	Kalka-Simla		253·86	282·78	277·04	346·56	109·05	264·87
8	(*q*) and (*r*) . .	Kohat-Thal and Nowshera-Durgai . .		88·30	106·74	·5.	152·21	52·65	53·55
10	(*k*) . . .	Morappur-Hosur		73·53	70·01	271·79	210·37	4·63	18 46
1	(*g*) . . .	Purulia-Ranchi		90·92	94·12	215·29	177·31	8·49	2·51
4	(*h*) . . .	Raipur-Dhamtari		19·65	18·42	148·34	165·93	44·85	40·55
10	(*l*) . . .	Tirupattur-Krishnagiri . . .		73·73	68 24	261·29	182·98	5·16	5 20
8	(*s*) . . .	Trans Indus (Kalabagh-Bannu) . .		65·50	100·01	154·16	171·80	110·92	361·81
		2′ 0″ GAUGE.							
21	(*f*)	Pipar Bilara Light . . .		5·92	6·54	79·40	78·43	...	...

* Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

134*b*	135*b*	135A*b*	136*b*	137*b*	131*c*	132*c*	
MAINTENANCE OF WAY, WORKS AND STATIONS—*contd.*							NUMBER.
OF TRACK, INCLUDING SIDINGS.					PER TOTAL TRAIN-MILE.		

Conservancy of rivers.		Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		General Superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Main head.
Rs.		Rs.		Rs.		Rs.		Rs.		As.		As.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	93·94	147·98	...	...	45·99	45·27	709·28	764·95	1·31	1·48	2·87	2·77	1
...	...	60·23	108·66	0·34	0·26	26·62	6·44	393·29	948·07	1·26	1·13	1·48	4·83	2
0·65	6·95	189·36	264·60	...	...	66·38	110·29	649·14	1,476·93	1·51	1·73	1·21	6·92	3
...	...	148·73	189·33	...	...	61·69	58·07	823·36	1,067·30	0·82	0·84	2·19	3·12	4
...	...	157·54	201·44	...	...	58·52	104·41	908·30	1,064·94	0·93	0·99	2·65	2·49	5
...	...	122·12	138·41	...	...	31·16	20·89	875·66	835·65	1·08	1·23	3·61	3·58	6
...	...	46·14	...	...	...	76·40	...	758·47	...	1·47	...	3·31	...	7
2·68	3·42	88·52	131·06	...	...	138·08	82·87	796·37	990·88	1·18	1·28	4·22	6·58	8
6·39	5·82	45·71	77·87	...	...	40·09	59·19	595·92	792·15	1·42	1·61	3·77	5·81	9
...	...	48·33	68·65	...	...	*—33·42*	*—37·14*	553·01	609·17	1·02	1·07	2·95	3·03	10
...	...	66·62	77·64	...	...	43·69	32·10	697·22	873·47	1·37	2·07	6·67	9·89	11
...	...	30·40	30·45	...	...	61·45	32·93	433·72	572·37	1·02	1·02	2·54	5·08	12
...	...	20·78	18·02	...	...	30·16	21·80	389·87	500·64	0·91	0·79	5·39	7·64	14
...	...	72·17	56·43	0·20	0·12	28·00	7·19	518·73	502·01	0·80	0·78	2·79	3·13	2
0·22	0·57	77·48	109·47	...	...	49·52	75·57	678·94	924·01	1·83	1·80	4·38	6·28	15
4·94	2·00	49·25	124·65	...	...	33·22	38·66	612·26	790·21	1·37	1·23	3·26	4·63	3
...	...	33·89	34·20	...	...	31·31	20·21	407·86	416·99	0·77	0·77	5·26	5·50	18
...	...	62·95	...	...	...	33·35	...	461·78	...	2·21	...	2·98	...	7
...	...	43·59	80·74	...	...	32·47	15·77	385·53	837·81	1·11	1·12	5·63	16·57	19
...	...	10·13	26·67	...	...	28·68	22·86	373·31	284·87	0·51	0·48	5·21	3·13	20
...	...	33·78	10·17	...	...	16·74	17·51	374·54	275·93	1·25	1·23	5·45	3·70	21
...	...	40·24	48·03	...	...	12·38	17·74	525·63	569·29	0·96	0·94	3·62	3·96	6
...	...	107·30	111·63	...	...	*—31·02*	*—64·84*	875·72	886·88	1·97	2·49	4·97	5·95	10
1·60	3·45	25·91	26·05	...	...	45·82	29·75	365·43	351·11	1·50	1·72	3·30	3·50	25
Indian	Railway,	3′ 3⅜″	gauge.	...	...	...	...	...	...	...	...	...	...	10
...	...	71·95	109·63	...	...	57·67	56·22	566·84	754·76	0·85	0·90	1·45	3·01	10
...	...	49·20	15·08	...	...	6·52	13·02	413·68	274·81	0·66	0·74	6·61	4·61	26
...	...	32·95	44·40	...	...	20·60	29·27	367·19	533·55	2·36	2·16	4·32	6·85	1
Railway,	5′ 6″	gauge.	...	...	...	...	...	...	...	...	...	...	...	8
...	...	298·79	262·20	...	...	125·53	199·92	1,064·27	1,356·33	2·09	2·30	2·29	2·81	8
...	...	27·42	52·81	...	...	33·03	*—0·19*	369·92	365·12	1·08	1·66	2·06	2·37	8
...	...	22·20	18·86	...	...	*—24·52*	*—22·29*	347·63	295·41	1·60	1·27	4·82	3·82	10
...	...	19·48	41·69	...	...	12·92	37·54	347·10	353·17	1·89	1·50	4·47	2·83	1
...	...	24·55	8·44	...	...	28·95	14·39	266·34	247·73	0·65	0·65	4·87	5·87	1
...	...	19·93	20·22	...	...	*—23·76*	*—19·97*	336·95	255·77	1·73	1·60	6·13	4·28	10
0·52	8·54	26·58	39·34	...	...	22·34	26·23	380·02	707·73	1·74	2·72	4·11	4·66	8
...	...	1·85	0·78	...	...	0·92	2·00	88·09	87·70	0·17	0·23	2·34	2·79	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Serial number.	133c		134c		135c	
				TABLE A.—MAINTENANCE OF					
				PER TOTAL					
Main head.	Sub-head.			Repairs of bridges, etc.		Conservancy of rivers.		Repairs of stations and buildings.	
				As.		As.		As.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		0·29	0·34	...	...	0·74	1·19
2	(a) to (e)	Bombay, Baroda and Central India		—0·31	0·75	...	...	0·48	0·88
3	(a) and (b)	Eastern Bengal		0·46	1·60	0·01	0·06	1·53	2·38
4	(a) to (c)	East Indian		0·20	0·15	...	...	0·78	1·03
5	(a) to (g)	Great Indian Peninsula		0·61	1·43	...	...	0·96	1·30
6	(a) to (c)	Madras and Southern Mahratta		0·45	0·46	...	...	0·87	1·07
7	(a) and (b)	Nizam's Guaranteed State*		0·69	...	...	...	0·40	...
8	(a) to (n)	North Western		0·39	1·07	0·03	0·04	0·90	1·52
9	(a) and (b)	Oudh and Rohilkhand		0·29	0·53	0·07	0·07	0·50	0·95
10	(a)	South Indian		0·09	0·47	...	...	0·36	0·54
		3′ 3¾″ GAUGE.							
11	...	Assam-Bengal		1·42	1·33	...	...	1·07	1·35
12	(a) and (b)	Bengal and North-Western		0·94	0·70	...	...	0·40	0·41
14	(a) and (b)	Bhavnagar State		0·12	0·34	...	...	0·39	0·34
2	(f) to (l)	Bombay, Baroda and Central India		0·22	0·37	...	...	0·66	0·55
15	(a) to (c)	Burma		0·79	0·94	...	0·01	0·99	1·34
3	(c) to (e)	Eastern Bengal		1·36	1·17	0·06	0·02	0·56	1·40
18	(a) to (c)	Gondal-Porbandar State		0·15	0·07	...	...	0·61	0 60
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley*		0·30	...	...	...	0·94	...
19	...	Jamnagar		0·26	0·21	...	...	0·98	1·95
20	(a) to (e)	Jodhpur-Bikaner		0·07	0·21	...	...	0·18	0·48
21	...	Junagad State		0·37	0·09	...	...	0·74	0·21
6	(d) to (l)	Madras and Southern Mahratta		0·38	0·45	...	...	0·42	0·51
10	(c)	Nilgiri		0·16	0·24	...	...	0·95	1·15
25	(a) and (b)	Rohilkund and Kumaon		0·57	0·83	0·03	0·07	0·48	0·49
10	(g)	Shoranur-Cochin		...	...	Included with the South			
10	(b), (d) to (f) and (h) to (j)	South Indian		0·14	0·20	...	...	0·46	0·77
26	...	Udaipur-Chitorgarh		0·19	0·05	...	...	1·03	0·33
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·68	1·22	...	...	0·77	0 98
8	(o)	Jacobabad-Kashmor		...	...	Included with the North			
8	(p)	Kalka-Simla		0·90	2·15	...	...	2·47	2·13
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		0·64	0·83	...	...	0·33	0·82
10	(k)	Morappur-Hosur		0·08	0·33	...	...	0·39	0·34
1	(g)	Purulia-Ranchi		0·17	0 04	...	...	0·40	0·67
1	(h)	Raipur-Dhamtari		1·47	1·43	...	...	0·81	0·30
19	(l)	Tirupattur-Krishnagiri		0·12	0·12	...	...	0·46	0·47
8	(s)	Trans Indus (Kalabagh-Bannu)		2·95	9·80	0·01	0·23	0·71	1·07
		2′ 0″ GAUGE.							
20	(f)	Pipár-Bilara Light		...	...	...	...	0·05	0·03

* Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

135 A*c*.	136*e*.	137*c*.	131*d*.	132*d*.	133*d*.	134*d*.	NUMBER.
WAY, WORKS AND STATIONS—*contd.*							
TRAIN-MILE—*concld.*			PER 1,000 GROSS TON-MILES.				

Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		General superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Repairs of bridges, etc.		Conservancy of rivers.		Main head.
Annas.		Annas.		Annas.		Rs.		Rs.		Rs.		Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	0·36	0·37	5·57	6·15	0·15	0·17	0·33	0·31	0·03	0·04	...	...	1
...	...	0·21	0·05	3·12	7·64	0·16	0·14	0·19	0·59	—*0·04*	0·09	...	...	2
...	...	0·54	1 00	5·26	13·29	0·21	0·22	0·16	0·81	0·06	0·20	...	0·01	3
...	...	0·33	0·31	4·32	5·45	0·08	0·09	0·22	0·31	0·02	0·02	...	...	4
...	...	0·35	0·68	5·50	6·89	0·12	0·13	0·35	0·32	0·08	0·18	...	...	5
...	...	0·22	0·16	6·23	6 45	0·14	0·15	0·48	0·45	0·06	0·06	...	...	6
...	...	0·66	...	6·53	...	0·24	...	0·54	...	0·11	...	...	...	7
...	...	1·41	0·96	8·13	11·45	0·16	0·16	0·56	0·82	0·05	0·13	...	0·01	8
...	...	0·44	0·72	6·49	9·69	0·20	0·22	0·53	0·80	0·04	0·07	0·01	0·01	9
...	...	—*0·24*	—*0·29*	4·18	4·82	0·18	0·18	0·53	0·51	0·02	0·08	...	...	10
...	...	0·71	0 56	11·24	15·20	0·33	0·49	1·60	2·32	0·34	0·31	...	...	11
...	...	0·82	0·44	5·72	7·65	0·26	0·24	0·64	1·20	0·24	0·16	...	...	12
...	...	0·57	0·42	7·38	9·53	0·31	0 27	1·85	2·58	0·04	0·11	...	...	14
...	...	0·26	0·07	4·78	4·90	0·19	0·17	0 65	0·70	0·05	0·08	...	...	2
...	...	0·63	0·93	8·62	11·30	0·40	0·36	0·96	1·28	0·17	0·19	...	...	15
...	...	0·38	0·44	6·99	8·89	0·32	0·28	0·76	1·04	0·32	0·26	0·01	...	3
...	...	0·57	0·85	7·36	7·29	0·28	0·25	1·91	1·83	0·05	0·02	...	...	18
...	...	0·50	...	6·93	...	0·62	...	0·84	...	0·08	...	...	...	7
...	...	0·74	0·38	8·72	20·23	0·42	0·45	2·15	6·58	0·10	0·09	...	...	19
...	...	0·49	0·40	6·46	4 70	0·13	0·12	1·29	0·79	0·01	6·06	...	...	20
...	...	0·36	0·35	8·17	5·58	0·43	0·44	1·90	1·32	0·13	0·04	...	...	21
...	...	0·13	0·19	5·51	6·05	0·27	0 26	1·02	1·12	0·11	0·13	...	...	6
...	...	—*0·28*	—*0·66*	7·77	9·17	1·39	1·71	3·50	4·08	0·11	0·16	...	...	10
...	...	0·84	0·56	6·72	6·67	0·40	0·43	0·88	0·88	0·15	0·08	0·01	0·02	25
Indian Railway, 3′ 3⅜″ gauge				...	...	...	...	...	...	...	...	...	...	10
...	...	0·36	0 39	3·26	5 27	0·22	0·23	0·38	0·78	0·04	0·05	...	...	10
...	...	0·13	0·29	8·62	6 02	0·23	0·27	2·34	1·67	0·07	0·01	...	...	26
...	...	0·48	0·65	8·61	11·83	0·67	0·63	1·23	2·03	0·19	0·36	...	...	1
Western Railway, 5′ 6″ gauge				...	...	...	...	...	...	...	...	...	...	8
...	...	1·04	1·63	8·79	11·02	1·44	1·63	1·57	2·00	0·61	1·52	...	...	8
...	...	0·40	—*0·01*	4·51	5·67	0·83	1·23	1·58	1·76	0·50	0·62	...	...	8
...	...	—*0·43*	—*0·40*	6·16	5 36	0·76	0·76	2·80	2·29	0·05	0·20	...	...	10
...	...	0·27	0·60	7·20	5 64	0·61	0·50	1·44	0·93	0·06	0·01	...	...	1
...	...	0·95	0·51	8·75	8·76	0·31	0·34	2·37	3·03	0·72	0·74	...	...	1
...	...	—*0·54*	—*0·47*	7·90	6·00	0·93	0·89	3·30	2·39	0·07	0·07	...	...	10
...	...	0·60	0·71	10·12	19·19	0·83	1·13	1·96	1·93	1·41	4·08	0·01	0·10	8
...	...	0·03	0·07	2·59	3·12	0·38	0·49	5·05	5·77	...	...	...	...	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	135*d*.		135A*d*.		136*d*.	
				TABLE A.—MAINTENANCE OF WAY, WORKS					
				PER 1,000 GROSS TON					
Main head.	Sub-head.			Repairs of stations and buildings. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·08	0·12	...	...	0·04	0·04
2	(*a*) to (*e*)	Bombay, Baroda and Central India		0·06	0·11	...	...	0·03	0·01
3	(*a*) and (*b*)	Eastern Bengal		0·21	0·29	...	...	0·08	0·12
4	(*a*) to (*c*)	East Indian		0·08	0·10	...	...	0·04	0·03
5	(*a*) to (*g*)	Great Indian Peninsula		0·13	0·17	...	...	0·05	0·08
6	(*a*) to (*c*)	Madras and Southern Mahratta		0·12	0·13	...	...	0·03	0·02
7	(*a*) and (*b*)	Nizam's Guaranteed State†		0·06	...	...	...	0·11	...
8	(*a*) to (*n*)	North Western		0·12	0·19	...	...	0·19	0·12
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·07	0·13	...	...	0·06	0·10
10	(*a*)	South Indian		0·07	0·09	...	...	*—0·04*	*—0·05*
		3′ 3⅜″ GAUGE.							
11	...	Assam-Bengal*		0·26	0·31	...	...	0·17	0·13
12	(*a*) and (*b*)	Bengal and North-Western		0·10	0·10	...	...	0·20	0·10
14	(*a*) and (*b*)	Bhavnagar State		0·13	0·12	...	...	0·20	0·14
2	(*f*) to (*l*)	Bombay, Baroda and Central India		0·15	0·13	...	...	0·06	0·02
15	(*a*) to (*c*)	Burma		0·22	0·28	...	...	0·14	0·20
3	(*c*) to (*e*)	Eastern Bengal		0·13	0·31	...	...	0·09	0·10
18	(*a*) to (*c*)	Gondal-Porbandar State		0·22	0·20	...	...	0·21	0·12
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley†		0·27	...	...	...	0·14	...
19	...	Jamnagar		0·88	0·77	...	...	0·28	0·15
20	(*a*) to (*e*)	Jodhpur-Bikaner		0·04	0·12	...	...	0·13	0·10
21	...	Junagad State		0·26	0·07	...	...	0·14	0·13
6	(*d*) to (*l*)	Madras and Southern Mahratta		0·12	0·14	...	...	0·04	0·05
10	(*c*)	Nilgiri		0·67	0·79	...	...	*—0·19*	*—0·46*
25	(*a*) and (*b*)	Rohilkund and Kumaon		0·13	0·12	...	...	0·22	0·14
10	(*g*)	Shoranur-Cochin		...	...	...	...	Included with	
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		0·12	0·20	...	...	0·02	0·10
26	...	Udaipur-Chitorgarh		0·37	0·12	...	...	0·05	0·11
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·22	0·29	...	...	0·11	0·19
8	(*o*)	Jacobabad-Kashmor		...	...	...	...	Included with	
8	(*p*)	Kalka-Simla		1·69	1·51	...	...	0·71	0·16
8	(*q*) and (*r*)	Kohat Thal and Nowshera-Durgai		0·26	0·61	...	...	0·31	*—0·01*
1	(*k*)	Morappur-Hosur		0·23	0·21	...	...	*—0·25*	*—0·23*
1	(*g*)	Purulia-Ranchi		0·13	0·22	...	...	0·09	0·20
1	(*h*)	Raipur-Dhamtari		0·39	0·15	...	...	0·46	0·26
10	(*l*)	Tirupattur-Krishnagiri		0·25	0·26	...	...	*—0·29*	*—0·26*
8	(*s*)	Trans Indus (Kalabagh-Bannu)		0·34	0·44	...	...	0·28	0·30
		2′ 0″ GAUGE.							
20	(*f*)	Pipar-Bilara Light		0·12	0·05	...	...	0·06	0·15

* The Tables B.—Locomotive Expenses, C.—Carriage and Wagon Expenses and D.—Traffic Expenses include Tangi-Narayanganj section of the Eastern Bengal railway.

† Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

137 *d*.	138 *a*.	139 *a*.	139 A *a*.	140 *a*.	141 *a*.	142 *a*.	
AND STATIONS —*concld.*	TABLE B.—LOCOMOTIVE EXPENSES.						NUMBER.
MILES—*concld.*	PER TOTAL TRAIN-MILE.						
Total Maintenance, etc. Rs.	General superintendence (including office expenses). Annas.	Running expenses. Annas.	All charges connected with the working of Rail Motors. Annas.	Fuel (average cost). Annas.	Water. Annas.	Oil, tallow and other stores. Annas.	Main head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
0·63 / 0·70	0·76 / 0·75	2·55 / 2·61	... / ...	2·08 / 2·12	0·22 / 0·22	0·28 / 0·33	1
0·40 / 0·94	0·62 / 0·64	3·00 / 2·99	... / ...	6·42 / 5 69	0·46 / 0·41	0·59 / 0·62	2
0·72 / 1·65	0·65 / 0·71	2·07 / 2·27	... / ...	4·03 / 4·15	0·26 / 0·33	0·30 / 0·35	3
0·44 / 0·55	0·72 / 0·73	2·10 / 2·05	17·69 / 17·60	1·19 / 1·15	0·12 / 0·13	0·56 / 0·54	4
0·73 / 0·88	0·69 / 0·74	2·81 / 2 99	5·78 / 5 94	6·16 / 7·05	0·25 / 0·25	0·33 / 0·43	5
0·83 / 0·81	0·78 / 0·85	2·29 / 2·45	5·83 / 4·67	6·19 / 6·43	0·29 / 0·31	0·21 / 0·19	6
1·06 / ...	0·78 / ...	1·85 / ...	... / ...	3·13 / ...	0·28 / ...	0·28 / ...	7
1·08 / 1·43	0·72 / 0·82	1·96 / 2·15	... / ...	5·69 / 6·86	0·36 / 0 39	0·44 / 0 55	8
0·91 / 1·33	0·73 / 0·82	1·54 / 1·59	... / ...	3·60 / 3 64	0·16 / 0·11	0·32 / 0·31	9
0·76 / 0·81	0·81 / 0·69	2·43 / 2·61	... / ...	8·94 / 8·93	0·25 / 0·26	0·41 / 0 43	10
2·70 / 3·56	1·34 / 0·95	1·55 / 1 57	... / ...	4·16 / 4·03	0·23 / 0·27	0·25 / 0·25	11
1·44 / 1·80	0·42 / 0·88	0·79 / 0·79	... / ...	2·50 / 2·77	0·18 / 0·18	0·22 / 0·22	12
2·53 / 3·22	0·74 / 0·71	1·05 / 1·07	... / ...	4·55 / 4·19	0·22 / 0 22	0·22 / 0·24	14
1·10 / 1·10	0·80 / 0·83	2·10 / 2·12	... / ...	4·28 / 4·57	0·41 / 0·37	0·28 / 0·31	2
1·89 / 2·31	1·17 / 1·09	2·83 / 2·72	7·78 / 8·05	5·07 / 5·58	0·44 / 0·40	0·21 / 0·15	15
1·63 / 1·99	0·76 / 0·77	1·74 / 1·82	... / ...	2·45 / 2 58	0·20 / 0·14	0·25 / 0·22	3
2·67 / 2·42	0·46 / 0·40	1·15 / 1·11	... / ...	5·53 / 6·73	0·29 / 0·31	0·36 / 0·39	18
1·95 / ...	1·23 / ...	1·81 / ...	... / ...	2·35 /	0·29 / ...	0·21 / ...	7
3·33 / 8·04	1·10 / 1·20	0·84 / 0·77	... / ...	6·86 / 6 15	0·23 / 0·10	0·21 / 0 15	19
1·60 / 1·19	0·38 / 0 43	0·79 / 0·76	... / ...	4·55 / 3·58	0·84 / 0·61	0·22 / 0·30	20
2·86 / 2·00	0·64 / 0·42	1·35 / 1·26	... / ...	5·68 / 5·87	0·37 / 0·30	0·29 / 0·27	21
1·56 / 1·70	0·60 / 0·69	2·20 / 2·21	... / ...	3·91 / 3·95	0·33 / 0 33	0·17 / 0·22	6
5·48 / 6 28	1·55 / 1·90	8·29 / 10 06	... / ...	20·43 / 16·79	0·45 / 0·47	1·14 / 1·72	10
1·79 / 1·67	0·77 / 0·78	0·73 / 0·73	... / ...	3·39 / 3·30	0·19 / 0·19	0·21 / 0·23	25
the / South	Indian	Railway	3′ 3½″	gauge.	... / ...	... / ...	... / ...	... / ...	10
0·86 / 1·36	0·49 / 0·58	2·06 / 2·44	3·61 / 3·94	4 87 / 5·29	0·19 / 0·29	0·27 / 0·30	10
3·06 / 2·18	0·85 / 0 93	0·55 / 0·55	... / ...	4·66 / 4·47	0·39 / 0·31	0·36 / 0·36	26
2·45 / 3·50	0·70 / 0 70	1·21 / 1·31	... / ...	2·42 / 2·23	0·37 / 0·34	0·14 / 0·20	1
the North Western Railway 5′ 6″ gauge.			... / ...	... / ...	... / ...	... / ...	8
6·02 / 7·82	1·53 / 1·38	3·78 / 3·77	... / ...	5·98 / 5·67	0·30 / 0·10	0·49 / 0·39	8
3·48 / 4·21	0·37 / 0·53	1·34 / 1·65	... / ...	2·32 / 2·91	0·23 / 0·49	0·29 / 0·31	8
3·59 / 3·23	0·19 / 043	1·53 / 1·59	... / ...	4·76 / 4·03	0·38 / 0·41	0·25 / 0·26	10
2·38 / 1 86	0·81 / 9·73	1·83 / 1·54	... / ...	1·47 / 1·52	0·54 / 0·46	0·28 / 0·30	1
4·25 / 4·52	0·71 / 0·70	1·24 / 1·23	... / ...	1·38 / 1·38	0·48 / 0·46	0·18 / 0·35	1
4·26 / 3 35	0·32 / 0·19	1·04 / 1·31	... / ...	4·22 / 4·25	1·36 / 1·34	0·15 / 0 21	10
4·83 / 7·98	0·51 / 0·51	2·31 / 2·37	... / ...	4·39 / 5·07	0·25 / 0·24	0·55 / 0·98	8
5·61 / 6·46	... / ...	0·42 / 0·52	... / ...	3·63 / 2·55	0·27 / 0·27	0·30 / 0·16	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	143 *a*.		143A*a*.		143B*a*.	
				TABLE B.—					
				PER TOTAL					
Main head.	Sub-head.			Maintenance and renewal of locomotives. Annas.		Maintenance and renewal of motor cars. Annas.		Maintenance and renewal of machinery, tools and plant. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		2·56	3·14	...		0·31	0·48
2	(*a*) to (*e*)	Bombay, Baroda and Central India		2·33	2·31	...	...	0·37	0·23
3	(*a*) and (*b*)	Eastern Bengal		1·44	2·37	...	...	0·65	0·46
4	(*a*) to (*c*)	East Indian		1·45	2 00	14·46	7·63	0·26	0·26
5	(*a*) to (*g*)	Great Indian Peninsula		3·03	2·96	0·96	0·8-	0·27	0 31
6	(*a*) to (*c*)	Madras and Southern Mahratta		3·69	3·85	2·09	0·06	0·50	0·63
7	(*a*) and (*b*)	Nizam's Guaranteed State†		5·03	...	...	...	0·95	...
8	(*a*) to (*n*)	North Western		2·35	1·94	...	...	0·27	0·27
9	(*a*) and (*b*)	Oudh and Rohilkhand		1·69	1·77	...	...	0·19	0·15
10	(*a*)	South Indian		9·37	2·90	...	...	0·16	0·20
		3′ 3⅜″ GAUGE.							
11	...	Assam-Bengal*		1·52	2·27	...	...	0·06	0·11
12	(*a*) and (*b*)	Bengal and North-Western		2·04	1·15	...	...	0·07	0·07
14	(*a*) and (*b*)	Bhavnagar State		0·78	0·92	...	...	0·21	0·15
2	(*f*) to (*l*)	Bombay, Baroda and Central India		2·79	2·52	...	...	0 38	0·30
15	(*a*) to (*c*)	Burma		1·55	1·57	0·59	0·60	0·23	0·16
3	(*c*) to (*e*)	Eastern Bengal		1·53	1·65	...	...	0·32	0·19
18	(*a*) to (*c*)	Gondal-Porbandar State		1·36	0·82	...	0·03	0·21	0·16
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley†		0·51	...	...	...	0·07	...
19	...	Jamnagar		5·50	0·98	...	...	0·03	0·02
20	(*a*) to (*e*)	Jodhpur-Bikaner		1·93	1·95	...	...	0·18	0·15
21	...	Junagad State.		1·47	1·55	...	...	0 02	0·19
6	(*d*) to (*l*)	Madras and Southern Mahratta		1·85	1·95	...	...	0·21	0·25
10	(*c*)	Nilgiri		15·43	12·17	...	...	0·32	0·34
25	(*a*) and (*b*)	Rohilkund and Kumaon		1·78	1 85	...	...	0·20	0·23
10	(*g*)	Shoranur-Cochin		...	...	...	Included with the South		
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		1·99	2·06	—*1·09*	4·35	0·17	0·24
26	...	Udaipur-Chitorgarh		2·16	1·50	...	...	0·32	0·36
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2·38	2·29	...	...	—*0·04*	0·08
8	(*o*)	Jacobabad-Kashmor		...	...	...	...	Included with	
8	(*p*)	Kalka-Simla		4·06	4·17	...	...	0·22	0·33
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		1·76	2·65	...	...	0·11	0·08
10	(*k*)	Morappur-Hosur		1·38	1·70	...	...	0·02	0·04
1	(*q*)	Purulia-Ranchi		2·63	1·83	...	...	0·02	...
1	(*h*)	Raipur-Dhamtari		1·23	1·63	...	...	...	0·04
10	(*l*)	Tirupattur-Krishnagiri		1·55	2·52	...	...	...	...
8	(*s*)	Trans Indus (Kalabagh-Bannu)		2·55	1·56	...	...	0·07	0·08
		2′ 0″ GAUGE.							
20	(*f*)	Pipar-Bilara Light		3·08	1·20	...	...	...	...

* See asterisk foot note on page 428.

† Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

143 Ca.	144 a.	145 a.	138 b.	139 b.	139A b.	140 b.	
LOCOMOTIVE EXPENSES—*contd.*							NUMBER.
TRAIN-MILE—*concld.*			PER ENGINE MILE.				
Electricity and repairs and renewals of electric plant. Annas.	Other charges (net). Annas.	Total locomotive expenses. ‡ Annas.	General Superintendence (including office expenses). Annas.	Running expenses. Annas.	All charges connected with the working of Rail Motors. Annas.	Fuel (average cost). Annas.	Main head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
... ...	2·05 2·19	10·81 11·84	0·61 0·60	2·04 2·06	... ...	1·67 1·67	1
... ...	2·63 1·87	16·42 14·76	0·52 0·54	2·50 2·50	... ...	5·36 4·75	2
... ...	0·42 0·40	9·82 11·04	0·44 0·47	1·39 1·49	... ...	2·72 2·72	3
... ...	1·26 1·14	7·66 8·00	0·53 0·53	1·55 1·50	12·90 14·29	0·88 0·84	4
... ...	2·69 2·99	16·23 17·72	0·59 0·63	2·41 2·55	5·76 5·94	5·28 6·01	5
... ...	2·98 3·55	16·93 18·26	0·65 0·70	1·91 2·02	5·82 4·67	5·17 5·31	6
... ...	0·58 ...	12·03 ...	0·67 ...	1·59 ...	... ...	2·68 ...	7
... ...	2·17 2·07	13·96 15·05	0·60 0·66	1·64 1·76	1·80 9·11	4·76 5·60	8
... ...	1·58 1·63	9·81 10·27	0·61 0·68	1·29 1·33	... ...	3·01 3·03	9
... ...	—0·71 —0·42	21·66 15·60	0·72 0·61	2·15 2·30	... ...	7·95 7·86	10
... ...	0·58 0·39	9·69 9·84	1·08 0·75	1·26 1·23	... ...	3·38 3·19	11
... ...	1·05 0·99	7·27 6·55	0·34 0·31	0·65 0·64	... ...	2·05 2·23	12
... ...	0·03 0·06	7·80 7·56	0·66 0·61	0·92 0·93	... ...	4·04 3·62	14
... ...	0·90 0·67	11·94 11·69	0·69 0·73	1·83 1·83	... ...	3·71 3·96	2
... ...	0·77 1·02	12·27 12·69	0·95 0·87	2·28 2·17	7·78 8·05	4·07 4·45	15
... ...	2·28 2·16	9·53 9·53	0·58 0·57	1·33 1·37	... ...	1·86 1·95	3
... ...	0·34 0·47	9·70 10·38	0·40 0·35	1·01 0·95	... ...	4·85 5·78	18
... ...	1·31 ...	7·78 ...	1·08 ...	1·60 ...	... ...	2·07 ...	7
... ...	... ...	14·77 9·37	0·94 0·98	0·72 0·63	... ...	5·85 5·06	19
... ...	0·86 0·70	9·75 8·48	0·34 0·39	0·71 0·68	... ...	4·08 3·21	20
... ...	... ...	9·82 9·93	0·52 0·40	1·10 1·03	... ...	4·64 4·79	21
... ...	1·30 2·03	10·57 11·56	0·54 0·55	1·96 1·97	... ...	3·48 3·50	6
... ...	—4·20 1·08	43·41 44·53	1·41 1·64	7·55 8·66	... ...	18·63 14·46	10
... ...	0·38 0·52	7·65 7·83	0·63 0·62	0·60 0·58	... ...	2·76 2·62	25
In dian Railway	3′ 3½″ gauge.	... ...	... ...	... ...	... ...	... ...	10
... ...	1·21 1·27	11·25 12·47	0·43 0·51	1·82 2·13	3·60 3·94	4·29 4·63	10
... ...	... 0·01	9·29 8·49	0·79 0·86	0·52 0·51	... ...	4·37 4·17	26
... ...	1·29 1·19	8·47 8·34	0·55 0·56	0·96 1·03	... ...	1·91 1·75	1
the North Western Railway		5′ 6″ gauge.	... ...	... ...	... ...	... ...	8
... ...	1·08 0·48	17·44 16·29	1·23 1·11	3·02 3·04	2·89 4·13	4·79 4·57	8
... ...	1·69 1·53	8·11 10·15	0·32 0·45	1·15 1·38	... ...	2·00 2·43	8
... ...	—0·79 —0·71	7·76 7·75	0·19 0·43	1·53 1·59	... ...	4·76 4·03	10
... ...	0·39 0·52	7·97 5·90	0·62 0·58	1·39 1·23	... ...	1·12 1·21	1
... ...	1·25 0·66	6·47 6·45	0·59 0·55	1·02 0·97	... ...	1·14 1·09	1
... ...	—0·75 —0·91	7·89 9·21	0·32 0·49	1·04 1·31	... ...	4·22 4·25	10
... ...	2·40 3·00	13·93 13·81	0·43 0·42	1·94 1·95	... ...	3·68 4·17	8
... ...	0·03 0·05	7·73 4·75	... ...	0·42 0·52	... ...	3·63 2·55	20

‡ Excludes expenditure attributable to motors.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	141 *b*.		142 *b*.		143 *b*.	
				TABLE B.—					
				PER ENGINE					
Main head.	Sub-head.			Water. Annas.		Oil, tallow and other stores. Annas.		Maintenance and renewal of locomotives. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·17	0·17	0·23	0·26	2·05	2·47
2	(*a*) to (*e*)	Bombay, Baroda and Central India		0·39	0·34	0·49	0·52	1·95	1·92
3	(*a*) and (*b*)	Eastern Bengal		0·17	0·22	0·21	0·23	0·97	1·56
4	(*a*) to (*e*)	East Indian		0·09	0·10	0·42	0·40	1·07	1·47
5	(*a*) to (*g*)	Great Indian Peninsula		0·21	0·21	0·29	0 36	2·59	2·52
6	(*a*) to (*c*)	Madras and Southern Mahratta		0·24	0·25	0·18	0·16	3·08	3·18
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·24	...	0·23	...	4·36	...
8	(*a*) to (*n*)	North Western		0·30	0·32	0·36	0·45	1·96	1·58
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·13	0·09	0·27	0·26	1·42	1·47
10	(*a*)	South Indian		0·23	0·23	0·37	0·38	8·33	2·55
		3′ 3⅜″ GAUGE							
11	...	Assam-Bengal*		0·18	0·21	0·20	0 20	1·24	1·80
12	(*a*) and (*b*)	Bengal and North-Western		0·15	0·15	0·18	0·18	1·66	0·93
14	(*a*) and (*b*)	Bhavnagar State		0·20	0·20	0·20	0·20	0·69	0·79
2	(*f*) to (*l*)	Bombay, Baroda and Central India		0·35	0·32	0·25	0 27	2·42	2·18
15	(*a*) to (*c*)	Burma		0·35	0·32	0·16	0·12	1·25	1·25
3	(*c*) to (*e*)	Eastern Bengal		0·15	0·11	0·19	0·17	1·17	1·25
18	(*a*) to (*c*)	Gondal-Porbandar State		0·25	0·27	0·32	0·33	1·19	0·70
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley†		0·26	...	0·19	...	0·45	...
19	...	Jamnagar		0·19	0·09	0·18	0 13	4·70	0·80
20	(*a*) to (*e*)	Jodhpur-Bikaner		0·76	0·55	0·20	0 27	1·73	1·74
22	...	Junagad State		0·30	0 24	0·23	0·22	1·20	1 27
6	(*d*) to (*l*)	Madras and Southern Mahratta		0·30	0·29	0·16	0·19	1·65	1·73
10	(*c*)	Nilgiri		0·41	0·41	1·04	1·48	14·07	10·48
25	(*a*) and (*b*)	Rohilkund and Kumaon		0·15	0·15	0·17	0·18	1·45	1·47
10	(*g*)	Shoranur-Cochin		...	Included		with	the	South
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		0·17	0·25	0·24	0·26	1·75	1·80
26	...	Udaipur-Chitorgarh		0·37	0 29	0·34	0·34	2·03	1·39
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		0·29	0·26	0·11	0·16	1·88	1·80
8	(*o*)	Jacobabad-Kashmor		...	Included		with	the	North
8	(*p*)	Kalka-Simla		0·23	0·08	0·40	0·31	3·25	3·37
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		0·20	0·41	0·24	0·26	1·52	2 22
10	(*k*)	Morappur-Hosur		0·38	0·41	0·25	0·26	1·38	1·70
1	(*g*)	Purulia-Ranchi		0·41	0·37	0·21	0 25	2·00	0·66
1	(*h*)	Raipur-Dhamtari		0·40	0·36	0·15	0·28	1·02	1·29
10	(*l*)	Tirupattur-Krishnagiri		1·36	1·34	0·15	0·21	1·55	2 52
8	(*s*)	Trans Indus (Kalabagh-Bannu)		0·21	0·19	0·46	0·80	2·14	1·29
		2′ 0″ GAUGE.							
20	(*f*)	Pipar-Bilara Light		0·27	0·27	0·30	0·16	3·08	1·20

* See asterisk foot note on page 458.
† Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

143-A *b.*	143-B *b.*	143-C *b.*	144 *b.*	145 *b.*	138 *c.*	139 *c.*	
LOCOMOTIVE EXPENSES—*contd.*							NUMBER.
MILE—*concld.*					PER 1,000 GROSS TON-MILES.		

Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses. ‡		General Superintendence (including office expenses).		Running expenses.		Main head.
Annas.		Annas.		Annas.		Annas.		Annas.		Rs.		Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	0·24	0·38	...	...	1·64	1·73	8·65	9·34	0·09	0·08	0·29	0·30	1
...	...	0·31	0·19	...	...	2·20	1·56	13·72	12·32	0·08	0·08	0·39	0·37	2
...	...	0 44	0 30	...	...	0·28	0·27	6·62	7·26	0·09	0·09	0·28	0·28	3
1·54	6·41	0·19	0·19	...	...	0·93	0·84	5·66	5·87	0·07	0·07	0·21	0·21	4
0·95	0·82	0·23	0·27	...	...	2·31	2 55	13·91	15·10	0·09	0·10	0·37	0·38	5
2·08	0·06	0·42	0·52	...	...	2·48	2·93	14·13	15·07	0·10	0·11	0·30	0 31	6
...	...	0·05	...	...	...	0·50	...	10·32	...	0·13	...	0·30	...	7
5·68	7·90	0·23	0·22	...	...	1·81	1·68	11·66	12·27	0·09	0·10	0·26	0·27	8
...	...	0·16	0·29	...	...	1·32	1·40	8·21	8·55	0·10	0·11	0·22	0·22	9
...	...	0·15	0·17	...	...	*—0·63*	—0·36	19·27	13·74	0·15	0·12	0·44	0·44	10
...	...	0·05	0·08	...	...	0·47	0·31	7·86	7 77	0·32	0·23	0·37	0·37	11
...	...	0·06	0·05	...	...	0·85	0 79	5·94	5·28	0·11	0·09	0·20	0·19	12
...	...	0·19	0·13	...	...	0·02	0·05	6·92	6·53	0·26	0 24	0·35	0·36	14
...	...	0·33	0·26	...	...	0·78	0·58	10·36	10 13	0·18	0·19	0·49	0·48	2
0·59	*—0·60*	0·18	0·13	...	...	0·62	0·80	9·86	10·11	0·26	0·22	0·61	0·56	15
...	...	0·25	0 14	...	...	1·74	1·53	7·27	7·19	0·18	0·17	0·41	0·41	3
...	0·03	0·18	0·13	...	...	0·30	0·41	8·50	8·92	0·16	0·14	0·42	0·37	18
...	...	0·06	...	...	...	1·15	...	6·86	...	0·34	...	0·51	...	7
...	...	0·02	0·01	...	...	...	...	12·60	7·70	0·42	0·47	0·32	0·31	19
...	...	0·16	0·13	...	...	0·77	0·63	8·75	7·60	0·10	0·11	0·20	0·19	20
...	...	0·02	0·15	...	...	...	...	8·01	8 10	0·22	0·18	0·47	0·44	21
...	...	0·18	0·22	...	...	1·16	1·80	9·43	10·35	0·17	0·18	0·62	0 62	6
...	...	0·29	0·29	...	...	*—3·82*	0·93	39·58	38·35	1·09	1·31	5·84	6·90	10
...	...	0·16	0·18	...	...	0·32	0·42	6·24	6·22	0·21	0·19	0·20	0·18	25
Indian	railway	3′ 3½″	gauge	...	...	...	...	...	...	...	...	...	...	10
—1·09	4·35	0·14	0 21	...	...	1·08	1·12	9·92	10·91	0·13	0·15	0·54	0·62	10
...	...	0·30	0·34	...	...	...	0·01	8·72	7·91	0·29	0·34	0·19	0·20	26
...	...	*—0·03*	0·07	...	...	1·02	0·93	6·69	6·56	0·20	0·21	0·34	0·39	1
Western	railway	5′ 6″	gauge		...	...	...	...	...	...	...	...	...	8
3·43	0 60	0·18	0·26	...	...	0·86	0·39	13·96	13·13	1·05	0·97	2·59	2·67	8
...		0·10	0·07	...	...	1·45	1·28	6·98	8·50	0·28	0·39	1·03	1·22	8
...	...	0·02	0·04	...	...	*—0·75*	—0·71	7·76	7·75	0·11	0·26	0·89	0·95	10
...	...	0·01	...	...	...	0·30	0·41	6·06	4·71	0·26	0·24	0·59	0·51	1
...	...	...	0·03	...	...	1·03	0·52	5·35	5·09	0·34	0·26	0·60	0·63	1
...	...	...	...	...	...	*—0·75*	0·91	7·89	9·21	0·18	0·27	0·56	0·73	10
...	...	0·05	0·07	...	...	2·01	2·46	10·92	11·35	0·24	0 21	1·10	0·98	8
...	...	...	...	...	...	0·03	0·05	7·73	4·75	0·01	...	0·90	1.08	20

‡Excludes expenditure attributable to motors.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	139 Ac.		140c.		141c.	
				TABLE B.—					
				PER 1,000 GROSS					
Main head.	Sub-head.			All charges connected with the working of Rail Motors. Rs.		Fuel (average cost). Rs.		Water. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		...	...	0·24	0·24	0·02	0 02
2	(a) to (e)	Bombay, Baroda and Central India		...	...	0·83	0·70	0·06	0·05
3	(a) and (b)	Eastern Bengal		...	...	0·55	0·52	0·04	0·04
4	(a) to (c)	East Indian		23·69	23 99	0·12	0·12	0·01	0·01
5	(a) to (g)	Great Indian Peninsula		4·91	5·05	0·82	0 90	0·03	0 03
6	(a) to (c)	Madras and Southern Mahratta		3·87	3·11	0·82	0·80	0·04	0·04
7	(a) and (b)	Nizam's Guaranteed State †		...	...	0·51	...	0·05	...
8	(a) to (n)	North Western		...	...	0·75	0 85	0·05	0·05
9	(a) and (b)	Oudh and Rohilkhand		...	...	0·51	0·50	0·02	0·02
10	(a)	South Indian		...	...	1·62	1·51	0·05	0 05
		3′ 3⅜″ GAUGE.							
11	...	Assam-Bengal*		...	...	1·01	0·96	0·06	0 06
12	(a) and (b)	Bengal and North-Western		...	...	0·64	0 66	0 04	0·04
14	(a) and (b)	Bhavnagar State		...	...	1·56	1·42	0·07	0·08
2	(f) to (l)	Bombay, Baroda and Central India		...	...	1·00	1 03	0·09	0·08
15	(a) to (c)	Burma		11·53	11·67	1·10	1·13	0·09	0·08
3	(c) to (e)	Eastern Bengal		...	...	0·57	0 58	0·04	0 03
18	(a) to (c)	Gondal-Porbandar State		...	...	2·01	2 24	0·14	0·10
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley †		...	...	0·66	...	0·08	...
19	...	Jamnagar		...	...	2·62	2 44	0·09	0·04
20	(a) to (e)	Jodhpur-Bikaner		...	...	1·13	0 91	0·21	0·16
21	...	Junagad State		...	...	1·99	2·10	0·13	0 11
6	(d) to (l)	Madras and Southern Mahratta		...	...	1·10	1·11	0·10	0·09
10	(c)	Nilgiri		...	...	14·39	11·52	0·32	0 ·2
25	(a) and (b)	Rohilkund and Kumaon		...	...	0·90	0·83	0·05	0·05
10	(g)	Shoranur-Cochin		..	...	...	Included with the South		
10	(b), (d) to (f) and (h) to (j)	South Indian		16 38	17·72	1·28	1·36	0·05	0·07
26	...	Udaipur-Chitorgarh		...	...	1·65	1·63	0 14	0·11
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		...	...	0·69	0 66	0·10	0·10
8	(o)	Jacobabad-Kashmor		...	...	Included with the North			
8	(p)	Kalka-Simla		...	...	4·09	4·02	0·20	0·07
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		...	...	1·79	2·16	0·18	0 36
10	(k)	Morappur-Hosur		...	...	2·77	2·43	0·22	0·24
1	(g)	Purulia-Ranchi		...	...	0·48	0·50	0·17	0·15
1	(h)	Raipur-Dhamtari		...	...	0·67	0·72	0·23	0 24
10	(l)	Tirupattur-Krishnagiri		...	...	2·27	2 37	0·74	0·75
8	(s)	Trans Indus (Kalabagh-Bannu)		...	...	2·10	2·11	0·12	0·10
		2′ 0″ GAUGE.							
20	(f)	Pipar-Bilara Light		...	...	7·86	5·27	0 58	0·56

* See asterisk foot note on page 428.
† Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

142 *c.*	143 *c.*	143 A *c.*	143 B *c.*	143 C *c.*	144 *c.*	145 *c.*	
LOCOMOTIVE EXPENSES—*concld.*							NUMBER.
TON-MILES—*concld.*							

Oil, tallow and other stores. Rs.		Maintenance and renewal of locomotives. Rs.		Maintenance and renewal of motor cars. Rs.		Maintenance and renewal of machinery, tools and plant. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.		Total Locomotive expenses. ‡ Rs.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·03	0 04	0 29	0·36	...	...	0·03	0·05	...	...	0·23	0·25	1·22	1·34	1
0·07	0·08	0·30	0·28	...	...	0·05	0·03	...	...	0·34	0·23	2·12	1·82	2
0·04	0 04	0·20	0·29	...	...	0·09	0·06	...	...	0·06	0·05	1·35	1·37	3
0·06	0·05	0·15	0 20	19·36	10·76	0·03	0·03	...	...	0·13	0 11	0·78	0·80	4
0·05	0·05	0·40	0.38	0·81	0·70	0·04	0·04	...	...	0·36	0·38	2·16	2·26	5
0·03	0·02	0·49	0.48	1·38	0·04	0·07	0·08	...	...	0·39	0·44	2·24	2·28	6
0·04	...	0·83	...	...	...	0·01	...	...	...	0·09	...	1·96	...	7
0·06	0 07	0·31	0·24	...	...	0·04	0·03	...	...	0·29	0·26	1·85	1·87	8
0·04	0·04	0·24	0·24	...	...	0·03	0·05	...	...	0·22	0·23	1·38	1·41	9
0·07	0·07	1·70	0·49	...	...	0·03	0 03	...	...	*—0·14*	*—0·07*	3·92	2·64	10
0·06	0 06	0·37	0·53	...	...	0·01	0·03	...	...	0·14	0·09	2·34	2·33	11
0·06	0·05	0·52	0·28	...	...	0·02	0·02	...	...	0·26	0·23	1·85	1·56	12
0 08	0·08	0·27	0·31	...	...	0·07	0·05	...	...	0·01	0·02	2·67	2·56	14
0·07	0 07	0·65	0·57	...	...	0·09	0·06	...	...	0·21	0·15	2·78	2·63	2
0·04	0 03	0·34	0 3·	0·87	*—0 87*	0·05	0·03	...	...	0·17	0 20	2·66	2·57	15
0·06	0 05	0·36	0·37	...	...	0·08	004	...	...	0·53	0·49	2·23	2·14	3
0·13	0·13	0·49	0·27	...	0 01	0·07	0·05	...	...	0·12	0·16	3·54	3·46	18
0·06	...	0·14	...	...	...	0·02	...	...	...	0·37	...	2·18	...	7
0·08	0 06	2·10	0·39	...	...	0·01	0·01	...	...	...	...	5·64	3 72	19
0·05	0·08	0·48	0·49	...	...	0·04	0·03	...	...	0·21	0·18	2·42	2·15	20
0·10	0·10	0·52	0·55	...	...	0·01	0·07	...	...	...	...	3·44	3·55	21
0·05	0·06	0 52	0·56	...	...	0·06	0·07	...	...	0·37	0·57	2·99	3·26	6
0·80	1·18	10·87	8·35	...	...	0·22	0·23	...	...	*—2·95*	0·74	30·58	30·55	10
0·06	0·06	0·48	0·47	...	...	0·05	0·05	...	...	0·09	0·13	2·04	1·96	25
Indian	Railway	3′ 3¾″	gauge	...	...	...	...	...	...	...	...	..	...	10
0·07	0·08	0·52	0 53	*—4·96*	19·55	0·04	0·06	...	...	0·32	0·33	2·95	3·20	10
0·13	0·13	0·76	0·54	...	...	0·11	0 13	...	...	...	...	3·29	3 07	26
0·04	0·06	0·68	0·68	...	...	*—0·01*	0·02	...	...	0·37	0 35	2·41	2·47	1
Western railway 5′ 6″ gauge					...	...	...	...	...	...	...	...	...	8
0·34	0 28	2·78	2 96	...	...	0·15	0·25	...	...	0·74	0·34	11·94	11·56	8
0·22	0·23	1·36	1·97	...	...	0·08	0·06	...	...	1·30	1·14	6·24	7·53	8
0·15	0·15	0·80	1·02	...	...	0·01	0·03	...	...	*—0·43*	*—0·42*	4·52	4·65	10
0·09	0·10	0 85	0·28	...	...	0·01	...	...	...	0·13	0·17	2·58	1·95	1
0·09	0·18	0·60	0·84	...	...	...	0·02	...	...	0·61	0·54	3·14	3·33	1
0 08	0·12	0·83	1·41	...	...	...	...	...	...	*—0·41*	*—0·51*	4·25	5·14	10
0·27	0·40	1·22	0·66	...	...	0·03	0·03	...	...	1·15	1·25	6·23	5 74	8
0·66	0 33	6·68	2·48	...	...	...	...	...	...	0·06	0·12	16·75	9·84	20

‡Excludes expenditure attributable to motors.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	146 *a*.		147 *a*.		148 *a*.	
				TABLE C.—CARRIAGE AND					
				PER TOTAL					
Main head.	Sub-head.			General Superintendence (including office expenses). Annas.		Repairs and renewals of coaching vehicles. Annas.		Repairs and renewals of goods vehicles. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·21	0·22	1·30	0·41	1·62	2·16
2	(*a*) to (*e*)	Bombay, Baroda and Central India		0·25	0·27	1·56	1·83	1·33	1 68
3	(*a*) and (*b*)	Eastern Bengal		0·34	0·40	2·36	2·08	0·59	1·59
4	(*a*) to (*c*)	East Indian		0·16	0·16	0·64	0·74	1 04	1 81
5	(*a*) to (*g*)	Great Indian Peninsula		0·25	0·23	0·99	0·87	0·91	0·88
6	(*a*) to (*c*)	Madras and Southern Mahratta		0·29	0·31	2·08	2·30	1·29	1·87
7	(*a*) and (*b*)	Nizam's Guaranteed State†		0·19	...	0·80	...	1·03	...
8	(*a*) to (*n*)	North Western		0·32	0·35	1·26	1 08	0·74	0·66
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·32	0·37	1·47	2·21	1·46	1 00
10	(*a*)	South Indian		0·27	0·23	2·63	1·12	1·10	3·33
		3′ 3⅜″ GAUGE.							
11	...	Assam-Bengal*		0 38	0·63	1·06	1·57	1·18	1·82
12	(*a*) and (*b*)	Bengal and North-Western		0·16	0 14	0·61	0 61	1·34	0·52
14	(*a*) and (*b*)	Bhavnagar State		0·25	0·24	0·70	0 46	0·37	0·38
2	(*f*) to (*l*)	Bombay, Baroda and Central India		0·32	0·35	1·33	1·23	0·89	1·30
15	(*a*) to (*c*)	Burma		0·45	0·41	1·20	1 21	1·31	1·24
3	(*c*) to (*l*)	Eastern Bengal		0·37	0·38	1·26	1·32	0·84	0 74
18	(*a*) to (*c*)	Gondal-Porbandar State		0·15	0·13	1·39	1·42	0·73	0·70
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley†		0·39	...	0·91	...	0·68	...
19	...	Jamnagar		0·37	0·40	0·53	0·27	0·18	0·10
20	(*a*) to (*e*)	Jodhpur-Bikaner		0·14	0·16	0·59	0·60	0·69	0·70
21	...	Junagad State		0·21	0·16	1·58	0·85	0·29	0·33
6	(*d*) to (*l*)	Madras and Southern Mahratta		0·22	0·22	0·75	0·76	0·75	0·75
10	(*c*)	Nilgiri		0 52	0·63	1·51	1·38	0·91	1·56
25	(*a*) and (*b*)	Rohilkund and Kumaon		0·30	0·33	0·66	0·83	1·02	0·72
10	(*g*)	Shoranur-Cochin		...	...	...	Included	with the	South
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		0·16	0·19	1·25	1·25	1·39	1·11
26	...	Udaipur-Chitorgarh		0·19	0·21	0·85	2·69	0·07	0·05
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·17	0·16	1·66	1·45	1·12	1·53
8	(*o*)	Jacobabad-Kashmor		...	...	...	Included	with the	
8	(*p*)	Kalka-Simla		0·34	0·30	2·41	3·91	1·58	1·83
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		0·06	0·06	0·81	0·53	0·81	0·40
10	(*k*)	Morappur-Hosur		0·06	0·14	0·09	0·15	0·15	0·14
1	(*g*)	Purulia-Ranchi		0·37	0·33	0·50	1·22	0·28	0·36
1	(*h*)	Raipur-Dhamtari		0·38	0·38	0·28	0·61	0·58	0·14
10	(*l*)	Tirupattur-Krishnagiri		0·11	0·16	0·06	0·07	0·02	0·07
8	(*s*)	Trans Indus (Kalabagh-Bannu)		0·09	0·10	0·77	0·40	—*3·50*	0·13
		2′ 0″ GAUGE.							
20	(*f*)	Pipar-Bilara Light		...	...	0·64	0·57	0·93	0·19

* See asterisk foot-note on page 428.
† Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

148A*a*.	149*a*.	149A*a*.	150*a*.	151*a*.	146*b*.	147*b*.	Number.

WAGON EXPENSES.

TRAIN MILE.										PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.				Main head.
Repairs and renewals of machinery, tools and plant. Annas.		Cleaning and oiling. Annas.		Electricity and repairs and renewals of electric plant. Annas.		Other charges (net). Annas.		Total Carriage and Wagon expenses. Annas.		General Superintendence (including office expenses). Rs.		Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage. Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·06	0·07	0·49	0·53	...	...	0·02	0·20	3·70	4·59	0·45	0·49	14·25	16·68	1
0·14	0·12	0·35	0·37	...	...	0·04	0·02	3·67	4·29	0·57	0·59	10·70	12·21	2
0·11	0·28	0·39	0·41	...	...	0·02	0·02	3·81	4·78	0·80	0·82	13·14	12·43	3
0·04	0·05	0·28	0·26	..	...	*−0·03*	0·04	2·13	2·98	0·29	0 27	6·30	7·42	4
0·06	0·08	0·40	0·44	...	...	0·03	0·02	2·54	2·57	0·80	0·86	8·92	8·72	5
0·08	0·09	0·38	0·46	...	...	0·04	0·01	4·16	5·04	0·89	0·87	17·69	19·21	6
0·02	...	0·26	...	...	...	...	...	2·30	...	0·54	...	9·15	...	7
0·09	0·07	0·46	0·51	...	...	0·03	0·03	2·90	2·70	0·76	0·86	8·38	6·97	8
0·12	0·13	0·48	0 54	...	...	...	0·46	3·85	4·71	0·74	0 85	9·74	15·38	9
0·05	0·07	0·47	0·63	...	...	*−0·39*	*−0·49*	4·13	4·89	0·92	0·79	20·92	9·24	10
0·02	0·05	0·39	0·37	...	...	...	0·01	3·03	4·45	0·95	1·63	5·56	8·48	11
0·04	0·04	0 29	0·30	...	...	0·01	0·01	2·45	1·62	0·32	0·28	2·86	2·97	12
0·11	0·07	0·28	0·31	...	...	...	...	1·71	1·46	0·83	0·79	3·96	2·61	14
0·06	0·07	0·28	0 31	...	...	0 01	...	2·89	3·26	0·69	0·74	7·94	7·56	2
0·07	0 06	0·34	0·29	...	...	0·04	0·04	3·41	3·25	1·05	0·90	2·82	2·6 4	15
0·04	0·04	0·37	0·42	...	...	0·07	0·06	2·95	2·98	1·03	1·05	6·98	8 30	3
0·11	0·05	0·28	0·28	...	...	0·01	0·01	2·67	2·59	0·57	0·48	5·23	5·06	18
0·02	...	0·22	...	...	...	0·01	...	2·23	...	1·30	...	5·63	...	7
...	0·01	0·33	0·35	...	...	...	...	1·41	1·18	1·99	2·07	4·40	2·16	19
0·09	0·09	0·19	0·22	...	...	*−0·01*	...	1·69	1·77	0·55	0·61	4·79	4·83	20
0·03	0·02	0·32	0·33	...	...	0·07	0·02	2·50	1·71	0·64	0·51	9·31	5·38	21
0·04	0·04	0·18	0·19	...	...	*−0·01*	0 01	1·93	1·97	0·60	0 62	5·72	5·96	6
0·11	0 11	1·77	2 19	...	...	*−0·43*	*−0·52*	4·39	5·35	4·85	5·78	22·79	19·74	10
0·06	0·06	0·35	0 38	...	...	0·02	*−0·03*	2·41	2·29	0·71	0·76	3·83	5·08	25
Indi an	Railway,	3′ 3½″	gauge.	...	...	...	...	...	...	...	...	...	...	10
0·05	0·07	0·38	0·48	...	...	0·15	0·18	3·38	3·28	0·47	0·54	7·23	7·56	10
0·02	00 3	0·38	0·52	...	...	...	...	1·51	3·50	0·82	0·90	3·65	11·47	26
...	0 01	0·49	0·48	...	...	0·02	0·06	3·46	3·69	0·40	0·39	8·03	7·26	1
North	Western	Railwa	y 5′ 6″ g	auge		...	...	...	...	...	...	...	...	8
0·15	...	0·70	0·82	...	...	0·07	0·12	5·25	6·98	2·04	2·07	23·37	40·79	8
...	...	0·74	0·96	...	...	0·06	0·05	2·48	2·00	0·26	0·29	6·89	4·18	8
0·01	0·01	0·35	0 42	...	...	*0·06*	*−0·08*	0·60	0·78	0·24	0 56	0·45	0·79	10
0·01	0·03	0·37	0·38	...	...	0·04	0·12	1·57	2·44	1·01	0·94	2·18	5·00	1
...	0·02	0 61	0·39	...	...	0·01	0·04	1·86	1·58	1·25	1·36	2·26	4·94	1
...	...	0·37	0·45	...	...	*−0·05*	*−0·06*	0·51	0·69	0·38	0·60	0·34	0·39	10
...	0·01	0·60	0·44	...	...	0·34	0·02	*−1·70*	1·10	0·33	0·33	4·43	2·08	8
...	...	0·08	0·11½	...	...	...	0·01	1·64	0·88	0·01	...	8·72	5·12	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial Number.	148*b*.		148-A.*b*.		149*b*.	
				TABLE C—CARRIAGE AND					
				PER 1,000					
Main head.	Sub-head.			Repairs and renewals of goods vehicles calculated on goods vehicle mileage. Rs.		Repairs and renewals of machinery, tools and plant. Rs.		Cleaning and oiling. Rs.	
				1st half.	2nd half	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		4·46	6·06	0·14	0·16	1·07	1·21
2	(*a*) to (*e*)	Bombay, Baroda and Central India		4·52	5·51	0·31	0·27	0·80	0·81
3	(*a*) and (*b*)	Eastern Bengal		2·43	5·00	0·26	0·58	0·92	0·85
4	(*a*) to (*c*)	East Indian		2·37	3·88	0·08	0·09	0·53	0·46
5	(*a*) to (*g*)	Great Indian Peninsula		4·22	3·97	0·21	0·24	1.26	1·37
6	(*a*) to (*c*)	Madras and Southern Mahratta		6·13	7·64	0·24	0·24	1·16	1·25
7	(*a*) and (*b*)	Nizam's Guaranteed State†		3·91	...	0·04	...	0·75	...
8	(*a*) to (*n*)	North Western		2·77	2·64	0·20	0·19	1·11	1·26
9	(*a*) and (*b*)	Oudh and Rohilkhand		5·12	3·45	0·28	0·29	1·10	1·25
10	(*a*)	South Indian		6·85	19·16	0·19	0·22	1·61	2·13
		3′ 3⅜″ GAUGE.							
11		Assam-Bengal*		5·73	8·88	0·06	0·13	0·96	0·93
12	(*a*) and (*b*)	Bengal and North-Western		5·10	1·72	0·09	0·08	0·61	0 57
14	(*a*) and (*b*)	Bhavnagar State.		3·09	3·13	0·35	0·25	0·94	1·02
2	(*f*) to (*l*)	Bombay, Baroda and Central India		2·94	4·25	0·14	0·15	0·58	0·68
15	(*a*) to (*c*)	Burma		3·07	2·71	0·16	0·13	0·79	0·62
3	(*c*) to (*e*)	Eastern Bengal		4·55	3·67	0·12	0·12	1·01	1·15
18	(*a*) to (*c*)	Gondal-Porbandar State		2·75	2·52	0·44	0·17	1·06	1·02
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley†		4·96	...	0·07	...	0·74	...
19		Jamnagar		2·76	1·40	0·04	0·06	1·76	1·81
20	(*a*) to (*e*)	Jodhpur-Bikaner		5·33	5·15	0·36	0·34	0·75	0·84
21		Junagad State		1·73	2·00	0·08	0·05	0·98	1·02
6	(*d*) to (*l*)	Madras and Southern Mahratta		3·26	3·30	0·11	0·11	0·51	0·53
10	(*c*)	Nilgiri		22·65	39·52	0·99	1·02	16·61	20·03
25	(*a*) and (*b*)	Rohilkund and Kumaon		4·08	2·76	0 14	0·15	0·82	0·89
10	(*g*)	Shoranur-Cochin		...	...	Included with the South Indian			
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*).	South Indian		7·85	5·89	0·15	0·20	1·07	1·35
26	...	Udaipur-Chitorgarh		0·31	0·21	0·11	0·15	1·62	2·19
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		5·25	7·38	0·01	0·01	1·15	1·18
8	(*o*)	Jacobabad-Kashmor		...	...	Included with the North Western			
8	(*p*)	Kalka-Simla		25·12	36·51	0·90	0·03	4·21	5·60
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		8·96	5·68	...	0·01	3·56	4·88
10	(*k*)	Morappur-Hosur		2·23	2·31	0·02	0·06	1·31	1·65
1	(*g*)	Purulia-Ranchi		2·03	3·33	0·02	0·10	0·99	1·07
1	(*h*)	Raipur-Dhamtari		3·21	0 87	0·01	0·08	1·99	1·40
10	(*l*)	Tirupattur-Krishnagiri		0·21	0·75	0·01	...	1·30	1·64
8	(*s*)	Trans-Indus (Kalabagh-Bannu)		*—39·62*	1·23	*—0·01*	0·03	2·28	1·44
		2′ 0″ GAUGE.							
20	(*f*)	Pipar-Bilara Light		24·63	5·77	...	...	0·78	0·82

* See asterisk foot-note on page 428.

†Figures for 2nd-half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

149-A.*b*.	150*b*.	151*b*.	152*a*.	153*a*.	154*a*.	155*a*.	Number.
WAGON EXPENSES—*concld.*			TABLE D.—TRAFFIC EXPENSES.				
VEHICLE-MILES RUN BY HOME VEHICLES—*concld.*			PER TOTAL TRAIN-MILE.				
Electricity and repairs and renewals of electric plant. Rs.	Other charges (net). Rs.	Total Carriage and Wagon expenses. Rs.	General Superintendence (including office expenses). Annas.	Station staff. Annas.	Train staff. Annas.	Fuel, lighting, water and general stores. Annas.	Main-head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
... ...	0·05 0·45	8·13 10·40	0·89 0·90	2·63 2·70	0·91 0·92	0·52 0·64	1
... ...	0·08 0·04	8·32 9·44	0·65 0·69	3·33 3·33	0·70 0·74	0·93 0·81	2
... ...	0·04 0·04	9·00 9·85	1·69 1·81	6·66 7·93	1·34 1·43	1·67 1·86	3
... ...	*—0·07* *—0·06*	3·94 5·27	0·79 0·82	2·60 2·73	1·16 1·17	0·78 0·86	4
... ...	0·10 0·05	8·07 7·97	0·57 0·62	2·24 2·47	1·24 1·29	0·77 0·95	5
... ...	0·13 0·02	12·69 13·82	0·61 0·68	2·24 2·51	0·82 0·89	0·43 0·55	6
... ...	0·01 ...	6·55 ...	0·71 ...	1·74 ...	0·95 ...	0·41 ...	7
... ...	0·07 0·07	6·95 6·68	0·80 0·88	3·48 3·80	0·91 1·00	0·94 1·15	8
... ...	0·01 1·08	8·84 10·87	1·05 1·13	2·90 3·21	1·05 1·10	0·71 0·85	9
... ...	*—1·34* *—1·64*	14·42 16·58	0·65 0·70	1·84 1·98	0·76 0·78	0·44 0·50	10
... ...	... 0·04	7·64 11·41	0·36 1·26	3·46 3·60	0·61 0·61	0·88 0·87	11
... ...	0·02 0·03	5·16 3·19	0·51 0·50	1·68 1·69	0·42 0·41	0·40 0·43	12
.. ...	... ...	5·74 4·88	0·67 0·64	2·35 2·45	0·43 0·44	1·35 0·88	14
... ...	0·03 0·02	6·14 6·98	0·60 0·63	2·27 2·40	0·60 0·60	0·74 0·69	2
... ...	0·11 0·08	8·00 7·08	0·98 0·94	2·74 2·69	0·95 0·92	0·48 0·53	15
... ...	0·18 0·18	8·09 8·22	1·26 1·29	4·31 4·16	0·99 1·06	0·81 0·97	3
... ...	0·02 0·02	10·07 9·27	0·38 0·58	1·69 1·82	0·40 0·37	0·71 0·70	18
... ...	0·01 ...	7·44 ...	1·20 ...	2·35 ...	0·95 ...	0·58 ...	7
... ...	... ...	7·62 5·84	1·09 1·19	1·49 1·63	0·48 0·49	0·41 0·37	19
... ...	*—0·07* *—0·01*	6·66 6·78	0·55 0·55	1·35 1·27	0·31 0·31	0·68 0·64	20
... ...	0·21 0·07	7·52 5·31	0·93 0·87	2·20 1·95	0·50 0·45	0·36 0·40	21
... ...	*—0·03* 0·03	5·35 5·55	0·54 0·55	1·70 1·70	0·65 0·63	0·34 0·36	6
... ...	*—4·02* *—4·74*	41·17 48·96	1·24 1·74	4·12 4·63	1·52 2·07	0·38 0·34	10
... ...	0·04 *—0·08*	5·69 5·37	0·73 0·74	2·13 2·24	0·40 0·40	0·58 0·64	25
Indian Railway	3′ 3¾″ gauge	... ...	... ...	... ...	... ...	... ...	10
... ...	0·42 0·49	9·64 9·27	0·56 0·61	1·77 1·92	0·62 0·68	0·49 0·70	10
... ...	... ...	6·51 14·92	0·74 0·85	1·64 1·61	0·30 0·31	0·93 0·73	26
... ...	0·05 0·15	8·22 9·06	0·77 0·69	2·10 2·00	0·63 0·61	0·51 0·59	1
Western Railway	5′ 6″ gauge	... ...	... ...	... ...	... ...	... ...	8
... ...	0·44 0·78	31·62 47·79	1·85 2·01	4·28 4·69	1·28 1·28	1·00 1·17	8
... ...	0·30 0·25	11·92 10·20	0·14 0·18	2·01 2·63	0·48 0·58	0·17 0·18	8
... ...	*—0·22* *—0·32*	2·23 3·12	0·78 0·92	1·05 0·95	0·33 0·46	0·14 0·12	10
... ...	0·09 0·34	4·24 6·93	0·27 0·23	1·82 1·44	0·25 0·30	0·19 *—0·02*	1
... ...	0·02 0·15	6·11 5·65	0·39 0·24	2·17 2·46	1·08 0·74	0·02 0·02	1
... ...	*—0·18* *—0·21*	1·82 2·55	1·06 1·20	1·59 1·64	0·30 0·45	0·16 0·14	10
... ...	1·30 0·06	*—6·45* 3·64	0·36 0·38	3·18 3·47	0·52 0·57	0·19 0·33	8
... ...	0·01 0·06	14·92 6·14	... ...	1·19 1·38	0·26 0·25	0·02 0·01	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do no

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railway system.	Serial number.	156a.		157a.		158a.	
				TABLE D—					
				PER TOTAL TRAIN-MILE					
Main head.	Sub-head.			Clothing. Annas.		Printing, stationery and tickets. Annas.		Charges for delivery and collection of goods, etc. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		0·08	0·10	0·23	0·18	0 01	0·01
2	(a) to (e)	Bombay, Baroda and Central India		0·07	0·10	0·27	0·34	...	...
3	(a) and (b)	Eastern Bengal		0·14	0·21	0·40	0·41	0·02	0·02
4	(a) to (c)	East Indian		0·10	0 09	0·20	0·22	0·05	0·04
5	(a) to (g)	Great Indian Peninsula		0 08	0·05	0·15	0·29	...	...
6	(a) to (c)	Madras and Southern Mahratta		0·03	0·08	0·19	0·29	0·02	0·02
7	(a) and (b)	Nizam's Guaranteed State†		0·13	...	0·21	...	0·01	...
8	(a) to (n)	North Western		0·06	0·16	0·26	0·28	...	...
9	(a) and (b)	Oudh and Rohilkhand		0·04	0·07	0·20	0·24	0·03	0·02
10	(a)	South Indian		0·05	0·04	0·12	0·47	...	...
		3′ 3¾″ GAUGE.							
11	.....	Assam-Bengal*		...	0·11	0·30	0·25	...	...
12	(a) and (b)	Bengal and North-Western		0·04	0·05	0·20	0·22	...	...
14	(a) and (b)	Bhavnagar State.		0·05	0·13	0·68	0·71	...	...
2	(f) to (l)	Bombay, Baroda and Central India		0·05	0·10	0·23	0·27	...	..
15	(a) to (c)	Burma		0·12	0·11	0·28	0·36	...	...
3	(c) to (e)	Eastern Bengal		0·04	0·15	0·26	0·29	...	...
18	(a) to (c)	Gondal-Porbandar State		0·19	0·03	0·44	0·77	...	...
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley†		0·10	...	0·33	...	—0·02	...
19	.....	Jamnagar		...	0 14	0·49	0 63	...	...
20	(a) to (e)	Jodhpur-Bikaner		0·08	0·02	0·28	0·20	...	...
21	.....	Junagad State		...	0 20	0 82	0·79	...	...
6	(d) to (l)	Madras and Southern Mahratta		0·09	0·07	0·21	0·28	...	...
10	(c)	Nilgiri		0·12	0·31	0·18	0·67	...	...
25	(a) and (b)	Rohilkund and Kumaon		0·02	0·10	0·33	0·29	...	...
10	(g)	Shoranur-Cochin		...	...	Included		with	the
10	(b), (d) to (f) and (h) to (j)	South Indian		0·08	0·01	0·14	0·40	...	...
26	.....	Udaipur-Chitorgarh		0·03	0·12	0·38	0·55	...	...
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·03	0·05	0·03	0·02	...	...
8	(o)	Jacobabad-Kashmor		...	...	Included		with	the
8	(p)	Kalka-Simla		0·06	0·35	0·14	0·17	0·40	0·36
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		...	...	0·05	0·05	...	...
10	(k)	Morappur-Hosur		0·13	0·01	0·07	0·31	...	..
1	(g)	Purulia-Ranchi		...	...	0·02	0·03	...	...
1	(h)	Raipur-Dhamtari		...	...	0·06	0·05	...	...
10	(l)	Tirupattur-Krishnagiri		0·15	0·02	0·12	0·48	...	...
8	(s)	Trans Indus (Kalabagh-Bannu)		0·13	0·12	0·07	0·10	...	...
		2′ 0″ GAUGE.							
20	(f)	Pipar-Bilara Light		...	...	0·22	0·26	...	...

*See asterisk foot note on page 428.
†Figures or 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

159 *a.*	160 *a.*	161 *a.*	162 *a.*	152 *b.*	153 *b.*	154 *b.*	Number.
TRAFFIC EXPENSES—*contd.*							
—*concld.*				PER CENT OF TRAFFIC EARNINGS. (*Abstracts H. and I. of Revenue Accounts*).			

Miscellaneous expenses. Annas.		Payments to other lines. Annas.		Other charges (net). Annas.		Total traffic expenses. Annas.		General superintendence (including office expenses). Per cent.		Station staff. Per cent.		Train staff. Per cent.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·01	0·01	0·35	0·35	0·01	0·01	5·64	5·82	1·24	1·15	3·67	3·45	1·28	1·17	1
0·01	0·01	0·01	0·01	...	0·01	5·97	6·02	0·80	0·70	4·09	3·37	0·86	0·75	2
...	0·01	...	...	0·03	0·02	11·95	13·70	2·25	2·18	8·88	9·57	1·79	1·73	3
0·01	0·02	0·10	0·10	0·01	...	5·80	6·05	1·21	1·21	4·01	4·01	1·78	1·72	4
0·01	0·01	0 04	0 03	0·01	0·01	5·11	5·65	0·92	0·83	3·63	3 30	2·01	1·73	5
0 02	0 02	...	...	0·01	*—0 01*	4·37	5·03	0·78	0·79	2·89	2·94	1·05	1 04	6
0·01	...	0·25	...	0·01	...	4·43	...	1·04	...	2·53	...	1·39	...	7
...	...	0·08	0·12	0·05	0·06	6·58	7·47	1·13	1·04	4·92	4·47	1·28	1·18	8
...	0 01	0·27	0 08	0·01	0·01	6·26	6·54	1·62	1·52	4·49	4·30	1·62	1·48	9
0·01	0·01	0·10	0·12	*—0·35*	—0·42	3·62	4·18	1·03	0·99	2·93	2·78	1·21	1·09	10
0·01	0·01	...	...	0·02	0·02	5·64	6·73	0·69	2·34	6·65	6·67	1·18	1·14	11
0·03	0·04	0·13	0·10	0·04	0·06	3·45	3·50	0·98	0 84	3·19	2·83	0·80	0·68	12
0·01	0·01	0·30	0·34	0·01	0·01	5·85	5·61	1·31	1·07	4·57	4·11	0·83	0·73	14
0·02	0·01	0·21	0·25	...	...	4·72	4·95	1·02	0·95	3·87	3 64	1·03	0·91	2
0·10	0·10	...	...	0·05	0·05	5·70	5·70	1·48	1·23	4·13	3·51	1·43	1·20	15
0·02	0·02	0·04	0·09	0·02	0·03	7·75	8·06	2·42	2·02	8·32	6·54	1·92	1·66	3
0·04	0·04	0·21	0·48	0·01	0·01	4·07	4·80	0·79	1·03	3·52	3·23	0·84	0·66	18
0·02	...	0·26	...	0·01	..	5·78	...	2·36	...	4·63	...	1·88	...	7
0·01	0·01	0·78	0·62	...	...	4·75	5·08	1·71	1·65	2·35	2 26	0·76	0 67	19
0·01	...	0·33	0·32	0·03	0·03	3·62	3·34	1·13	1·13	2·76	2·61	0·63	0·63	20
0·01	0·01	...	0 76	0·02	0·01	4·84	5·44	1·69	1·44	4·04	3·23	0·91	0·75	21
0·02	0·02	0·08	0·09	0·02	0·02	3·64	3·72	1·10	1·14	3·47	3·51	1·30	1·30	6
0·01	0·02	0·01	...	—0·67	—0·90	6·91	8·88	1·21	1·47	4·03	3·89	1·49	1·74	10
0·02	0·02	0·29	0·29	...	...	4·50	4·72	1·34	1·26	3·93	3·79	0·73	0·68	25
South	Indian	Railway	3′ 3½″	gauge.		...	...	...	...	...	...	...	...	10
0·01	0·01	0·03	0 04	0·13	0·16	3·83	4·53	1·01	1·09	3·16	3·41	1·11	1·21	10
0·03	0·02	0·23	0·24	...	...	4·28	4·43	1·46	1·49	3·21	2·85	0·59	0·55	26
0·02	0·02	0·13	0·07	...	0·01	4·12	4·06	2·07	1·97	5·66	5·69	1·70	1·72	1
North	Western	Railway,	5′ 6″	gauge	...	...	...	...	...	...	...	...	...	8
—0·5	...	*—0 12*	0·58	0·02	0·03	8·86	10·64	1·92	2·36	4·45	5·52	1·33	1·51	8
—0·12	...	...	...	0·01	0·01	2·86	3·63	0·56	0·60	7·87	8·73	1·89	1·91	8
...	...	...	...	*—0·22*	—0·25	2·28	2·52	3·98	4·71	5·34	4·87	1·70	2·35	10
0·02	0·02	...	...	...	...	2·57	2·00	0·64	0·54	4·25	3·36	0·57	0 70	1
0·03	0·03	...		...		3·65	3·54	0·64	0·54	4·78	5·40	2·39	1·63	1
0 01	0 01	...	...	*—0·30*	*—0·36*	3·09	3·58	3·18	3·89	4·76	5·35	0·89	1·48	10
0 01	...	...	...	0·01	0·02	4·47	4 99	1·12	1·08	9·72	9·84	1·59	1·61	8
...	...	0·20	0·25	...	...	1·89	2·15	...	...	7·89	8·28	1·70	1·53	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	155 *b*.		156 *b*.		157 *b*.	
				TABLE D—					
				PER CENT OF TRAFFIC					
Main head.	Sub-head.			Fuel, lighting, water and general stores. Per cent.		Clothing. Per cent.		Printing, stationery and tickets. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*) . . .	Bengal-Nagpur		0·72	0 81	0·11	0 13	0·32	0·24
2	(*a*) to (*e*) . .	Bombay, Baroda and Central India. . .		1·14	0 82	0·08	0·11	0·33	0·34
3	(*a*) and (*b*) . .	Eastern Bengal		2·22	2·24	0·19	0·26	0·53	0·49
4	(*a*) to (*c*) . .	East Indian		1·20	1·27	0·16	0·13	0·31	0·32
5	(*a*) to (*g*) . .	Great Indian Peninsula		1·26	1·27	0·12	0 07	0·25	0·29
6	(*a*) to (*c*) . .	Madras and Southern Mahratta . . .		0·56	0·65	0·04	0·10	0·24	0 33
7	(*a*) and (*b*) . .	Nizam's Guaranteed State†		0·59	...	0·19	...	0·30	...
8	(*a*) to (*n*) . .	North Western		1·33	1·35	0·09	0·19	0·36	0·33
9	(*a*) and (*b*) . .	Oudh and Rohilkhand		1·09	1·13	0·06	0·09	0·31	0 32
10	(*a*) . . .	South Indian		0·69	0·70	0·07	0·06	0·20	0·66
		3′ 3¾″ GAUGE.							
11	.....	Assam-Bengal*		1·68	1·62	-0·01	0·21	0·59	0·46
12	(*a*) and (*b*) . .	Bengal and North-Western		0·75	0·72	0·07	0·08	0·39	0·37
14	(*a*) and (*b*) . .	Bhavnagar State		2·61	1·47	0·10	0·23	1·33	1·18
2	(*f*) to (*l*) . .	Bombay, Baroda and Central India . . .		1·26	1·05	0·08	0·15	0·39	0·41
15	(*a*) to (*c*) . .	Burma		0·72	0·70	0·19	0·14	0·42	0·47
3	(*c*) to (*e*) . .	Eastern Bengal		1·62	1·53	0·08	0·23	0·50	0·46
18	(*a*) to (*c*) . .	Gondal-Porbandar State		1·48	1·25	0·39	0·05	0·91	1·38
7	(*c*) and (*d*) . .	Hingoli Branch and Hyderabad-Godavari Valley†		1·16	..	0·19	...	0·66	...
19	.....	Jamnagar		0·65	0·52	..	0·20	0·77	0 87
20	(*a*) to (*e*) . .	Jodhpur-Bikaner		1·40	1·32	0·17	0·05	0 58	0·41
21	.....	Junagad State		0·67	0 66	0·01	0·33	1·51	1·30
6	(*d*) to (*l*) . .	Madras and Southern Mahratta . . .		0·68	0·74	0·19	0·14	0·43	0·59
10	(*c*) . . .	Nilgiri		0·38	0 28	0·12	0·26	0·17	0·56
25	(*a*) and (*b*) . .	Rohilkund and Kumaon		1·06	1·08	0·05	0·17	0·62	0·48
10	(*g*) . . .	Shoranur-Cochin		...	...	...	Included with		the
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		0·88	1·23	0·14	0·03	0·25	0·71
26	.....	Udaipur-Chitorgarh		1·82	1·30	0·05	0·22	0·75	0·96
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*) .	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·36	1·67	0·08	*0·15	0·08	0·05
8	(*o*) . . .	Jacobabad-Kashmor		...	...	...	Included with		the
8	(*p*) . . .	Kalka-Simla		1·04	1·38	0·06	0·40	0 14	0·19
8	(*q*) and (*r*) . .	Kohat Thal and Nowshera-Durgai . . .		0·66	0 61	...	...	0·17	0·15
10	(*k*) . . .	Morappur-Hosur		0·71	0·63	0·64	0·04	0·36	1·62
1	(*g*) . . .	Purulia-Ranchi		0·45	0·04	...	0·01	0 04	0·07
1	(*h*) . . .	Raipur-Dhamtari		0 03	0·05	...	...	0·13	0·11
10	(*l*) . . .	Tirupattur-Krishnagiri		0·49	0·45	0·44	0·05	0 37	1·57
8	(*s*) . . .	Trans Indus (Kalabagh-Bannu) . . .		0·59	0·93	0·39	0·35	0·21	0·27
		2′ 0″ GAUGE.							
20	(*f*) . . .	Pipar-Bilara Light		0·11	0·07	...	...	1·44	1·54

* See asterisk foot note on page 428.
†Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

158 *b*.	159 *b*.	160 *b*.	161 *b*.	162 *b*.		163 *a*.		
TRAFFIC EXPENSES—*concld.*						TABLE E.—GENERAL CHARGES.		NUMBER.
EARNINGS (*Abstracts H and I of Revenue Accounts.*)—*concld.*						PER TOTAL TRAIN-MILE.		

Charges for delivery and collection of goods, etc.		Miscellaneous expenses.		Payments to other lines.		Other charges (net).		Total Traffic expenses.		General superintendence per cent on traffic earnings (including steam-boat).		Home expenditure.		Main head.
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Annas.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·01	0·01	0·01	0 01	0·49	0·45	0·01	0·01	7·86	7·43	1·24	1·15	0·41	0·43	1
...	...	0·01	0·01	0·02	0·01	...	−0 01	7·33	6·10	0·80	0·70	0·37	0·40	2
0·02	0 03	...	0·01	...	...	0·04	0·02	15·92	16·53	2·25	2·18	—0·01	0·08	3
0·07	0·06	0·03	0·02	0·16	0·15	...	...	8·93	8·89	1·21	1·21	0·26	0·28	4
...	...	0·01	0·01	0·06	0·04	0·01	0·01	8·27	7·55	0·92	0·83	0·24	0 27	5
0·03	0·03	0·02	0·02	...	...	0·01	−0·01	5·62	5·89	0·78	0·79	0·43	0·45	6
0·02	...	0·02	...	0·37	...	0·02	...	6·47	...	1·04	...	0·46	...	7
...	...	...	...	0·12	0 14	0·07	0·09	9·30	8·79	1·13	1·04	...	0·10	8
0·05	0·03	...	−0·01	0·42	−0·10	0·01	0·01	9·67	8·77	1·62	1·52	...	0·03	9
...	...	0·01	0 01	0·17	0·17	*−0·56*	−0·59	5·75	5·87	1·03	0·99	0·54	0·60	10
...	...	0·01	0 02	...	...	0·03	0·03	10·82	12·49	0·69	2 34	*1·02	*1·10	11
...	...	0·06	0·07	0·25	0·16	0·08	0·10	6·57	5·85	0·98	0 81	0·43	0·46	12
...	...	0·03	0·02	0·58	0·58	0·02	0·02	11·38	9·41	1·31	1·07	0·09	0·10	14
...	...	0·03	0·02	0·37	0·37	0·01	...	8·06	7·50	1·02	0·95	0·42	0·45	2
...	...	0·15	0·13	...	...	0·07	0·07	8·59	7·45	1·48	1 23	0·74	0·70	15
...	...	0·04	0·03	0·08	0·15	0·03	0·05	15·01	12·67	2·36	1·97	Included	with 5′ 6″ gauge	3
...	...	0·08	0·08	0·45	0·84	0·02	0·02	8·48	8·54	0·79	1·03	...	...	18
−0·05	...	0·04	...	0·53	...	0·01	...	11·41	...	2·36	...	0·80	...	7
...	...	0·01	0·01	1·23	0·87	...	...	7·48	7·05	1·71	1·65	...	...	19
...	...	0·02	...	0·68	0·66	0·04	0·05	7·41	6 86	1·13	1·13	...	...	20
...	...	0·02	0·02	...	1·25	0·03	0·01	8·88	8·99	1·69	1·44	...	...	21
...	...	0·04	0·04	0·18	0·19	0·04	0·04	7·43	7·69	1·10	1·14	0·46	0·45	6
...	...	0·01	0·02	0·01	...	−0·66	−0·76	6·76	7·46	1·21	1·47	0·81	0·93	10
...	...	0·04	0·03	0·53	0·50	...	...	8·30	7·99	1·34	1·26	0·78	0·80	25
South Indian Railway		3′ 3⅜″	gauge.			...	...	...	...	...	...	...	...	10
...	...	0·02	0 02	0·05	0·07	0 23	0·28	6·85	8·05	1·01	1 09	0·45	0·45	10
...	...	0·05	0·04	0·46	0·43	...	...	8·39	7·84	1·46	1·49	...	...	26
...	...	0·06	0·06	0·09	0·20	0·01	0·04	11·11	11·55	2·07	1·97	1·44	1·40	1
North Western Railway		5′ 6″	gauge			...	...	...	...	...	...	...	...	8
0·42	0·43	*−0·06*	...	−0·12	0·68	0·02	0·04	9·20	12·51	1·92	2·36	...	0·02	8
...	...	...	...	...	...	0·03	0·04	11·18	12·04	0·56	0·60	...	0 02	8
...	...	0·02	0·02	0·01	...	−1·14	−1·29	11·62	12·95	3·98	4 71	0·15	0·15	10
...	...	0·05	0·03	...	...	..	...	6·00	4·67	0·64	0·54	1·30	1·02	1
...	...	0·07	0·07	...	...	...	...	8·04	7·80	0·64	0·54	2·10	2·32	1
...	...	0·02	0·04	0·01	...	−0·91	−1·16	9·25	11·67	3·18	3·89	0·25	0·25	10
...	...	0·04	−0·01	...	...	0·04	0·07	13·70	14·14	0·98	0 92	...	0·03	8
...	...	...	...	1·35	1·48	...	...	12·49	12·90	...	...	...	...	20

* The serial numbers 163*a* to 173*a* in table E—General charges—include Tangi-Narayanganj section of the Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	164 *a*.		165 *a*.		166 *a*.	
				TABLE E.—					
				PER TOTAL					
Main head.	Sub-head.			Agent's Office-salaries and expenses. Annas.		Audit, accounts and pay office. Annas.		Stores Department. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·19	0·20	0·59	0·61	0·20	0 21
2	(*a*) to (*e*)	Bombay, Baroda and Central India . . .		0·18	0·19	0·73	0 81	0·31	0·35
3	(*a*) *and* (*b*) . . .	Eastern Bengal		0·28	0·30	0·86	0·87	0·43	0·46
4	(*a*) to (*c*) . . .	East Indian		0·11	0·11	0·37	0·38	0·15	0·15
5	(*a*) to (*g*) . . .	Great Indian Peninsula		0 12	0·13	0·51	0·56	0·19	0·20
6	(*a*) to (*c*) . . .	Madras and Southern Mahratta . . .		0·22	0·23	0·64	0·71	0·25	0·28
7	(*a*) and (*b*) . . .	Nizam's Guaranteed State†		0·27	..	1·05	...	0·20	...
8	(*a*) to (*n*) . . .	North Western		0·14	0·15	0·55	0·60	0·29	0·31
9	(*a*) and (*b*) . . .	Oudh and Rohilkhand		0·25	0·28	0·83	0·93	0·34	0·35
10	(*a*)	South Indian		0·16	0 15	0·65	0·74	0·21	0 23
		3′ 3¾″ GAUGE.							
11	(*a*) . . .	Assam-Bengal*		0·45	0·60	0·91	1·04	0·30	0·42
12	(*a*) and (*b*) . . .	Bengal and North-Western		0·16	0·16	0·56	0·56	0·10	0·09
14	(*a*) and (*b*) . . .	Bhavnagar State.		0·34	0·36	1·05	1·08	0·20	0·20
2	(*f*) to (*l*) . . .	Bombay, Baroda and Central India . . .		0·13	0·13	0·53	0·54	0·18	0·19
15	(*a*) to (*c*) . . .	Burma		0·38	0·37	0·84	0 83	0·25	0·24
3	(*c*) to (*e*) . . .	Eastern Bengal		Included with 5′ 6″ gauge.				...	...
18	(*a*) to (*c*) . . .	Gondal-Porbandar State		0 37	0 26	0·80	0·76	0·20	0·16
7	(*c*) and (*d*) . . .	Hingoli Branch and Hyderabad-Godavari Valley†		0·47	...	1·82	...	0·36	...
19	... . . .	Jamnagar		0·75	0·81	1·76	1·95	0·24	0·19
20	(*a*) to (*e*) . . .	Jodhpur-Bikaner		0·16	0·17	0·51	0·53	0·15	0·14
21	...	Junagad State		0·80	0 79	1·09	1·00	0·39	0·40
6	(*d*) to (*l*) . . .	Madras and Southern Mahratta . . .		0·15	0·14	0·44	0·43	0·17	0·17
10	(*c*)	Nilgiri		0·24	0·23	1·05	1·17	0·31	0·35
25	(*a*) and (*b*) . . .	Rohilkund and Kumaon		0·36	0 38	1·10	1·08	0·14	0·15
10	(*g*)	Shoranur-Cochin		...	...	Included with the South-			
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		0·13	0·15	0 55	0·58	0·17	0 17
26	... .	Udaipur-Chitorgarh		0·70	0 82	0·94	0·97	0·07	0·07
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*) . .	Gondia-Chanda, Jubbulpore-Gondia and Nagpur. Chhindwara Extensions.		0·10	0·08	0·38	0·35	0·10	0·09
8	(*o*)	Jacobabad-Kashmor		...	Included with the North-				
8	(*p*)	Kalka-Simla		0·86	0·86	0·09	0·08	0·34	0·30
8	(*q*) and (*r*) . . .	Kohat Thal and Nowshera-Durgai . . .		0·03	0·02	0·10	0·10	0·05	0·05
10	(*k*)	Morrappur-Hosur		0·04	0·04	0·36	0·32	0·06	0·06
1	(*g*)	Purulia-Ranchi		0·12	0·10	0·42	0·27	0·12	0·11
1	(*h*)	Raipur-Dhamtari		0·13	0·11	0 54	0·53	0·13	0·11
10	(*l*)	Tirupattur-Krishnagiri		0·08	0·06	0·53	0·47	0·11	0·11
8	(*s*)	Trans Indus (Kalabagh-Bannu) . . .		0·04	0·05	0·15	0·19	0·08	0·09
		2′ 0″ GAUGE.							
20	(*f*)	Pipar-Bilara Light		...	...	0·15	0·18	...	...

* See asterisk foot note on page 443.

†Figures for 2nd-half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

167 *a.*	168 *a.*	168-A *a.*	169 *a.*	170 *a.*	171 *a.*	172 *a.*	NUMBER.

GENERAL CHARGES—*contd.*

TRAIN-MILE—*contd.*

Medical Department. Annas.		Rents and miscellaneous. Annas.		Electricity and repairs and renewals of electric plant. Annas.		Police. Annas.		Advertising. Annas.		Electric telegraph. Annas.		Other charges (net). Annas.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·20	0·21	0·29	0·27	...	..	0·26	0·32	0·02	0·03	0·82	0·89	0·01	0·02	1
0·13	0·14	0·21	0·15	...	...	0·47	0·53	0·01	...	0·64	0·64	0·02	0·01	2
0·24	0·24	0·52	0·67	...	...	0·18	0·18	0·03	0·04	0·74	0·9¼	0·25	0·34	3
0·14	0·14	0·18	0·20	...	...	0·29	0·26	0·01	0·02	0·59	0·63	0·01	...	4
0·10	0·11	0·13	0·14	...	...	0·19	0·22	...	0·01	0·68	0·75	0·27	0·13	5
0·14	0·15	0·17	0·22	...	...	0·41	0·51	0·01	0 02	0·65	0·69	0·02	0 02	6
0·20	...	0·27	...	...	...	0·67	...	...	...	0·77	...	*—0·04*	...	7
0·13	0·17	0·23	0 28	...	...	0·18	0·22	0·02	0 02	0·72	0 76	0·30	0·15	8
0·18	0·15	0·21	0·27	...	...	0·15	0·17	0 01	0·02	0·74	0·86	0·31	0·11	9
0·14	0·16	0·10	0·19	...	...	0·40	0·51	...	0·01	0·58	0·64	*—0·23*	—0 28	10
0·22	0·42	0·24	0·39	...	...	0·52	0·51	0·01	0·02	0·84	0·94	0·54	0·47	11
0·10	0·10	0·12	0·08	...	...	0·11	0·22	...	...	0·55	0·56	0·02	0·02	12
0·19	0 21	0·41	0·46	...	...	0·70	0 69	...	0·02	0·86	0·87	0·03	0·08	14
0·16	0·17	0·09	0·11	...	...	0·31	0·36	0·01	...	0·68	0 65	...	...	2
0·40	0·42	0·23	0·30	...	...	0·50	0·58	0·01	0·04	0·90	0· 7	0·01	...	15
...	...	...	Included with	5′ 6″ gauge.		...	...	...	...	...	...	...	...	3
0·10	0·13	0·44	0·36	...	...	0·56	0.53	0·02	0·02	0·64	0·75	0·02	0·05	18
0·36	...	0·45	...	...	...	0·92	...	...	...	0·97	...	*—0·07*	...	7
0·01	0·01	0·64	0·53	...	...	0·55	0·58	0·01	0·03	0·44	0·47	0·06	0·07	19
0·06	0·06	0·26	0·15	...	...	0·17	0·16	...	...	0·68	0·72	0·27	0·20	20
0·10	0·09	0·62	0·42	...	...	0·74	0·68	...	0·01	1·30	0·67	0·08	0 02	21
0·13	0·13	0·13	0·11	...	...	0·36	0·40	0·01	0·01	0·73	0·75	0·01	0·01	6
0·45	0·53	0·16	0·43	...	...	0·67	0·86	0·01	0·02	0·86	1·03	*—0·38*	—0·48	10
0·14	0·15	0·37	0·28	...	...	0·20	0·31	0 01	0·01	0·62	0·64	0·01	...	25
Indian	Railway, 3′ 3¾″	gauge.		...	...	...	...	...	...	...	...	...	...	10
0·12	0·12	0·08	0·13	...	...	0·34	0·35	...	0 01	0·50	0·56	0·11	0·13	10
0·14	0·14	0·09	0·34	...	...	...	...	...	...	0·45	0·47	0·05	0·05	26
0·24	0·26	0·03	0·06	...	...	0·21	0·25	...	...	1·06	0·83	...	...	1
Western	Railway 5′ 6″	gauge.		...	...	...	...	...	...	...	...	...	...	8
0·22	0·27	0·36	0·15	...	...	0·39	0·43	0·01	0·04	0·75	0·79	0·13	0·14	8
0·18	0·36	0·04	0·20	...	...	0·50	0·69	...	...	0·64	0·80	0·03	0·02	8
0·18	0·19	0·02	0·04	...	...	0·20	0·20	...	...	0·35	0·38	*—0·11*	—0·12	10
0·22	0·20	...	0·04	...	...	0·05	0 04	...	...	0·71	0·68	...	...	1
0·14	0·12	0·02	0·02	...	...	0·05	0·06	...	...	0·35	0·47	...	...	1
0·25	0·17	0·04	0 07	...	...	0·32	0·34	...	...	0·40	0·47	*—0·16*	—0·17	10
0·21	0·25	0·09	0·26	...	...	0·76	0 72	...	...	0·94	0·89	0·06	0·04	8
0·01	0·07	...	...	...	...	...	...	...	...	...	...	...	...	20

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	173*a*.		163*b*.		164*b*.	
				TABLE E.—					
				PER TOTAL TRAIN-MILE—*concld.*		PER CENT ON			
Main head.	Sub-head.			Total General charges.		Home expenditure.		Agent's office—salaries and expenses.	
				Annas.		Per cent.		Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		2·93	3·19	0·55	0 53	0·26	0·25
2	(*a*) to (*e*)	Bombay, Baroda and Central India		3·07	3·22	0·44	0·40	0·22	0·19
3	(*a*) *and* (*b*)	Eastern Bengal		3·52	4·12	—*0·01*	0·10	0·43	0·39
4	(*a*) to (*c*)	East Indian		2·10	2·17	0·39	0·40	0·17	0·16
5	(*a*) to (*g*)	Great Indian Peninsula		2·43	2·52	0·38	0·35	0·19	0·18
6	(*a*) to (*c*)	Madras and Southern Mahratta		2·94	3·28	0·55	0·52	0·28	0 26
7	(*a*) and (*b*)	Nizam's Guaranteed State‡		3·85	...	0·62	...	0·36	...
8	(*a*) to (*n*)	North Western		2·46	2·76	...	0·11	0·19	0·17
9	(*a*) and (*b*)	Oudh and Rohilkhand		2·97	3·17	...	0 04	0 35	0·33
10	(*a*)	South Indian		2·55	2·95	0·78	0·78	0·23	0·20
		3′ 3¾″ GAUGE.							
11	(*a*)	Assam-Bengal*		†5·05	†5·91	1·82	1·94	0·81	1·05
12	(*a*) and (*b*)	Bengal and North-Western		2·15	2·25	0·81	0 76	0·30	0 27
14	(*a*) and (*b*)	Bhavnagar State		3·87	4·02	0·17	0·17	0·65	0·57
2	(*f*) to (*l*)	Bombay, Baroda and Central India		2·46	2·60	0·70	0·66	0·22	0·19
15	(*a*) to (*e*)	Burma		4·26	4·35	1·08	0·89	0·56	0 47
3	(*c*) to (*s*)	Eastern Bengal		Included with		5′ 6″	gauge.	...	...
18	(*a*) to (*e*)	Gondal-Porbandar State		3·15	3·02	...	...	0·75	0·45
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley‡		6·08	...	1·49	...	0·88	...
19		Jamnagar		4·46	4·64	...	...	1·16	1·10
20	(*a*) to (*e*)	Jodhpur-Bikaner		2·26	2·13	...	...	0·32	0·33
21	...	Junagad State		5·07	4·08	...	...	1·44	1·28
6	(*d*) to (*l*)	Madras and Southern Mahratta		2·59	2·60	0·92	0·91	0·31	0·28
10	(*c*)	Nilgiri		4·18	5·07	0·78	0·78	0·23	0·19
25	(*a*) and (*b*)	Rohilkund and Kumaon		3·73	3 80	1·31	1·27	0·60	0·57
10	(*g*)	Shoranur-Cochin		...	...	...	...	Included	with the
19	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		2·45	2·65	0·78	0·78	0·23	0·26
26	(*a*)	Udaipur-Chitorgarh		2·44	2·86	...	...	1·32	1·39
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		3·56	3·32	3·86	3·93	0·26	0 24
6	(*o*)	Jacobabad-Kashmor		...	...	...	Included	with the	North
8	(*p*)	Kalka-Simla		3·15	3 08	...	0·02	0 88	1 00
8	(*q*) and (*r*)	Kohat Thal and Nowshera-Durgai		1·57	2·26	...	0·05	0 09	0·08
10	(*k*)	Morappur-Hosur		1·25	1·26	0·78	0·77	0·23	0·20
1	(*g*)	Purulia-Ranchi		2·94	2·57	3·03	2·40	0·28	0 24
1	(*h*)	Raipur-Dhamtari		3·46	3·74	4·61	5·10	0 28	0 24
10	(*l*)	Tirupattur-Krishnagiri		1·82	1·77	0·77	0 78	0·23	0·20
8	(*s*)	Trans Indus (Kalabagh-Bannu)		2·33	2 51	...	0·07	0·10	0·11
		2′ 0″ GAUGE.							
20	(*f*)	Pipar-Bilara Light		0·16	0·25	...	...	...	...

* The serial numbers 163*b* to 173*b* in Table E—General charges are worked out, excluding receipts for Tangi-Narayanganj section of the Eastern Bengal railway.

† See asterisk foot note on page 443.

‡ Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

165*b*.	166*b*.	167*b*.	168*b*.	168A*b*.	169*b*.	170*b*.	
GENERAL CHARGES—*contd.*							NUMBER.
TOTAL EARNINGS.							

Audit, accounts and pay office. Per cent.		Stores Department. Per cent.		Medical Department. Per cent.		Rents and miscellaneous. Per cent.		Electricity and repairs and renewals of electric plant. Per cent.		Police. Per cent.		Advertising. Per cent.		Main head.
1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·80	0·76	0·27	0·26	0·28	0·27	0·39	0·33	...	...	0·27	0·41	0·02	0·04	1
0·89	0·81	0·37	0·34	0·16	0·14	0·25	0·15	...	...	0·56	0·53	0·01	...	2
1·27	1·12	0·64	0·59	0·86	0·31	0·77	0 88	...	...	0·27	0·24	0·05	0·05	3
0·55	0·55	0·23	0·22	0·21	0·20	0·28	0·29	...	...	0·44	0 38	0·01	0·02	4
0·82	0·74	0·30	0·27	0·16	0·14	0·22	0·18	...	...	0·30	0·29	0·01	0 01	5
0·81	0 82	0·32	0·32	0·18	0·18	0·22	0·24	...	...	0·51	0 59	0·01	0·02	6
1·41	...	0·26	...	0·27	...	0·37	...	...	...	0·90	...	...	...	7
0·76	0 68	0·39	0·35	0·18	0·19	0·32	0·32	...	...	0·24	0·24	0·02	0·03	8
1·17	1·09	0·48	0 41	0·19	0·17	0·30	0·32	...	...	0·21	0·20	0·02	0·03	9
0·94	0·95	0·30	0·30	0·21	0·20	0·14	0·24	...	...	0·58	0·65	0·01	0·01	10
1·63	1·83	0·54	0·74	0·39	0·74	0·43	0·69	...	...	0·93	0·89	0·01	0·03	11
1·08	0·94	0·19	0·15	0·18	0·17	0·22	0·13	...	...	0·22	0·37	0·01	0 01	12
1·95	1 70	0·37	0 32	0·35	0·33	0·75	0·73	...	...	1·30	1·09	...	0 03	14
0·89	0·81	0·29	0·28	0·27	0·25	0·15	0·17	...	...	0·52	0·53	0·01	...	2
1·24	1·07	0·36	0·30	0·58	0·53	0·32	0 39	...	...	0·72	0·75	0·01	0 05	15
Included with 5′ 6″ gauge.				...	...	...	...	...	...	...	...	...	...	3
1·62	1·31	0·42	0·27	0·20	0·23	0·90	0·63	...	...	1·13	0·92	0·03	0·03	18
3·41	...	0·67	...	0·67	...	0·84	...	...	...	1·72	...	0·01	...	7
2·71	2·66	0·37	0·25	0·02	0·02	0·98	0·72	...	...	0·84	0·79	0·02	0·04	19
1·02	1·07	0·29	0·28	0·12	0·12	0·52	0·31	...	...	0·35	0·31	...	0·01	20
1·94	1·62	0·70	0·64	0·17	0·15	1·11	0·68	...	...	1·32	1·10	...	0 02	21
0·89	0·87	0·34	0·34	0·26	0·26	0·27	0·23	...	...	0·72	0·81	0·01	0 02	6
1·02	0·98	0·29	0·29	0·44	0·44	0·16	0·36	...	...	0·65	0·72	0·01	0·01	10
1·84	1·65	0·24	0·23	0·24	0·23	0·61	0·41	...	...	0·33	0 50	0·02	0·01	25
South Indian Railway 3′ 3½″ gauge.				...	...	...	...	...	...	...	...	...	...	10
0·96	0 99	0·29	0·29	0·20	0·21	0·14	0 21	...	...	0·60	0·60	0·01	0·01	10
1·79	1·65	0·13	0·12	0·27	0·24	0·17	0·58	...	...	...	...	...	...	26
1·02	0 97	0·27	0·27	0·64	0·72	0·07	0·18	...	...	0·55	0·71	...	...	1
Western Railway 5′ 6″ gauge.				...	...	...	...	...	...	...	...	...	...	8
0·09	0·09	0·35	0·35	0·23	0·31	0·36	0·17	...	...	0·40	0·50	0·01	0·05	8
0·38	0·32	0·19	0·17	0·71	1·17	0·14	0·67	...	...	1·95	2·25	0·01	0·01	8
1·81	1·60	0·32	0·31	0·92	0·95	0·10	0·21	...	...	0·99	0·98	0·01	0·01	10
0·98	0·86	0 28	0·25	0·51	0·48	...	0 09	...	...	0·11	0·09	...	...	1
1·20	1 16	0·28	0 25	0·30	0·26	0·05	0·05	...	...	0·11	0·12	...	...	1
1·57	1·47	0·32	0·33	0·74	0 53	0·11	0·22	...	...	0·96	1·05	0·01	0·01	10
0·41	0·42	0·21	0·22	0·56	0·59	0·23	0·62	...	...	2·03	1·71	0·01	0·02	8
0·99	1·09	...	...	0·07	0·41	...	...	...	...	...	...	...	...	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	171 *b*.		172 *b*.		173 *b*.	
				TABLE E.—GENERAL CHARGES—*concld.*					
				PER CENT ON TOTAL EARNINGS—*concld.*					
Main head.	Sub-head.			Electric telegraph. Per cent.		Other charges (net). Per cent.		Total General charges. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		1·12	1·11	0·02	0 02	3·98	3·98
2	(*a*) to (*e*)	Bombay, Baroda and Central India		0·77	0·64	0·02	0·01	3·69	3·21
3	(*a*) and (*b*)	Eastern Bengal		1·10	1·22	0·36	0·43	5·24	5·33
4	(*a*) to (*c*)	East Indian		0·90	0·91	0·02	0·01	3·20	3·14
5	(*a*) to (*g*)	Great Indian Peninsula		1·08	0 98	0·43	0·18	3·89	3·32
6	(*a*) to (*c*)	Madras and Southern Mahratta		0·82	0·79	0·02	0·03	3·72	3·77
7	(*a*) and (*b*)	Nizam's Guaranteed State†		1·04	...	*—0·06*	...	5·17	...
8	(*a*) to (*n*)	North Western		0·99	0·87	0·27	0 17	3·36	3·13
9	(*a*) and (*b*)	Oudh and Rohilkhand		1·04	1·01	0·43	0·13	4·19	3·73
10	(*a*)	South Indian		0·84	0 83	*—0·33*	*—0·36*	3·70	3·89
		3′ 3⅜″ GAUGE.							
11	(*a*)	Assam-Bengal*		1·50	1·68	0·97	0·83	9·08	10·42
12	(*a*) and (*b*)	Bengal and North-Western		1·05	0·96	0 02	0·02	4·08	3·78
14	(*a*) and (*b*)	Bhavnagar State		1·59	1·37	0·05	0·05	7·18	6·36
2	(*f*) to (*l*)	Bombay, Baroda and Central India		1·05	0·96	...	...	4·10	3·85
15	(*a*) to (*c*)	Burma		1·31	1·11	0 02	...	6·20	5·56
3	(*c*) to (*e*)	Eastern Bengal		Include d with		5′ 6″	gauge.	...	...
18	(*a*) to (*c*)	Gondal-Porbandar State		1·29	1·31	0·05	0 09	6·39	5·24
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley†		1·81	...	*—0·13*	...	11·37	...
19		Jamnagar		0·67	0·64	0·09	0·09	6·86	6 31
20	(*a*) to (*e*)	Jodhpur-Bikaner		1·38	1·43	0·54	0·40	4 54	4·26
21		Junagad State		2·34	1·09	0·05	0 04	9 07	6 62
6	(*d*) to (*l*)	Madras and Southern Mahratta		1·47	1·53	0·02	0·02	5·21	5·27
10	(*c*)	Nilgiri		0·83	0 86	*—0·37*	*—0 40*	4·04	4·23
25	(*a*) and (*b*)	Rohilkund and Kumaon		1·05	0·97	0·02	...	6·26	5·84
10	(*g*)	Shoranur-Cochin		...	...	Include d	with	the South	
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		0·87	0 96	0·18	0 21	4·26	4·52
26	(*a*)	Udaipur-Chitorgarh		0·88	0·80	0·09	0 08	4·65	4 86
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		2·84	2·33	...	...	9·51	9·35
8	(*o*)	Jacobabad-Kashmor		...	...	...	Include d with	the North	
8	(*p*)	Kalka-Simla		0·77	0 91	0·13	0·17	3·22	3·57
8	(*q*) and (*r*)	Kohat Thal and Nowshera-Durgai		2·47	2·63	0·13	0·08	6·07	7·43
10	(*k*)	Morappur-Hosur		1·77	1·90	*—0·59*	*—0·61*	6·34	6·32
1	(*g*)	Purulia-Ranchi		1·66	1 59	...	...	6 85	6·00
1	(*h*)	Raipur-Dhamtari		0·77	1·02	...	...	7·60	8·20
10	(*l*)	Tirupattur-Krishnagiri		1·21	1·48	*—0·50*	*—0·53*	5·42	5·54
8	(*s*)	Trans Indus (Kalabagh-Bannu)		2·48	2·13	0·15	0·10	6·18	5·99
		2′ 0″ GAUGE.							
20	(*f*)	Pipar-Bihar Light		...	...	...	...	1·06	1·50

* See asterisk foot note on page 446.
† Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

174	175	176	177	178	179	180	Number.
TABLE G.—SPECIAL AND MISCELLANEOUS EXPENSES.						FROM APPENDIX I OF THE ANALYSIS OF WORKING OF EACH RAILWAY.	
PER CENT ON GROSS EARNINGS.							
Law charges.	Compensation.	Rates and taxes.	Payments to other lines.	Other charges (net).	Total special and miscellaneous expenses.	Average number of locomotives on the line.	Main head.
Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	No.	
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
0·01 / 0·01	0·12 / 0·12	0 13 / 0·12	1·41 / 2·92	3·28 / 4·46	4·95 / 7·63	516 / 518	1
0·02 / 0·06	0 48 / 0·48	0·42 / 0·33	2·42 / 1·24	1·35 / 1·27	4·69 / 3·38	359 / 363	2
0·02 / 0·02	0·49 / 0·41	0·24 / 0·53	... / 0·19	1·72 / 1·56	2·47 / 2·71	301 / 299	3
0·03 / 0·01	0·41 / 0·36	0·19 / 0·20	0·19 / 0·18	1·46 / 1·43	2·28 / 2·18	1,257 / 1,257	4
0·02 / 0·02	0·25 / 0·22	0·24 / 0·20	3·19 / 2·38	2·48 / 1·57	6·18 / 4·39	1,229 / 1,229	5
0·07 / 0·06	0·17 / 0·27	0·20 / 0·30	3·71 / 2·25	1·53 / 2·86	5·68 / 5·74	258 / 258	6
0·02 / ..	0·03 / ...	1·09 / ...	0·54 / ...	3·50 / ...	5·18 / ...	79 / ...	7
... / 0 01	0·21 / 0·24	0·06 / 0·05	0·17 / 1·33	1·79 / 1·20	2·23 / 2·83	1,377 / 1,365	8
0·01 / ...	0·46 / 0·30	0·06 / 0·03	0·50 / ...	1·47 / 1·26	2·50 / 1·59	280 / 280	9
... / ..	0·08 / 0·09	0·09 / 0·09	0·30 / 1 28	1·60 / 1·92	2·07 / 3 38	134 / 134	10
0·14 / 0 11	0·41 / 0·31	0·04 / 0·21	0·19 / 0·34	3·41 / 2·40	4·19 / 3·37	110 / 111	11
0·02 / 0·01	0·12 / 0·14	0·06 / 0·04	0·48 / 0 34	0·55 / 0·46	1·23 / 0·99	314 / 314	12
0·12 / 0·01	0·09 / 0·07	... / ...	1·53 / 1·64	1·27 / 1·07	3·01 / 2 79	20 / 19	14
0·02 / 0·01	0·49 / 0·48	0·10 / 0·07	... / 0·03	1·31 / 1·08	1·92 / 1·67	499 / 502	2
0·02 / 0·01	0 07 / 0·05	0·51 / 0·65	0·51 / 0·20	1·82 / 1·61	2·96 / 2·52	319 / 319	15
Included with	5′ 6″ gauge	... / ...	... / ...	... / ...	... / ...	246 / 245	3
0·14 / ...	0·05 / 0·05	... / ...	2·67 / 3·03	0·92 / 0·86	3·78 / 3·94	16 / 16	18
0·02 / ...	0·07 / ...	2·64 / ...	0·23 / ...	2·28 / ...	5·24 / ...	70 / ...	7
... / ...	0·01 / 0·08	... / ...	1·92 / 1·23	3·30 / 0·20	5·23 / 1·51	3 / 3	19
... / 0·01	0·28 / 0·31	... / ...	3·99 / 4 35	0·35 / 0·89	4·62 / 5 56	105 / 105	20
... / ...	0·22 / 0·09	... / ...	0·98 / 1·24	0·99 / 1·21	2·19 / 2·54	13 / 13	21
0 01 / 0·01	0·14 / 0·32	0·06 / 0 10	*—0·26* / *—0·29*	1·61 / 3 10	1·56 / 3·24	304 / 306	6
... / ...	0·08 / 0·45	0·67 / 0·66	... / ...	1·72 / 2 02	2·47 / 3·13	15 / 15	10
0·01 / ...	0·11 / 0·10	0·01 / 0·01	0·02 / 0·08	0·73 / 0·60	0·88 / 0·79	61 / 60	25
Indian Railway,	3′ 3⅜″ gauge	... / ...	... / ...	... / ...	... / ...	11 / 12	10
0·01 / ..	0·09 / 0·08	0·34 / 0·34	0·43 / 0·15	2 58 / 2 32	3·45 / 2·89	289 / 289	10
... / ...	0·05 / 0·03	... / ...	1·19 / 1·36	0·53 / 1·46	1·77 / 2·85	4 / 4	26
0·02 / 0·06	0·17 / 0·19	0·09 / 0·05	0·22 / 0·15	1·43 / 1·45	1·93 / 1·90	82 / 85	1
Western Railway.	5′ 6″ gauge	... / ...	... / ...	... / ...	... / ...	4 / 5	8
... / ...	0·43 / 0·10	0·90 / 0·04	... / *—0·07*	0 37 / 0·32	1·70 / 0 39	24 / 22	8
... / 0·01	0·19 / 0·17	... / ...	... / ...	1·10 / 0 77	1·29 / 0·95	23 / 17	8
... / ...	0 08 / 0·05	0·11 / 0·07	... / ...	1·09 / 1·29	1·28 / 1·41	6 / 5	10
... / ...	0 12 / 0·15	0·29 / 0·20	... / ...	0·85 / 0·56	1·26 / 0·91	15 / 15	1
... / ...	0·16 / 0·15	... / ...	... / ...	0·72 / 0·79	0·88 / 0 94	5 / 5	1
... / ...	0·08 / 0·12	0·15 / 0·10	... / ...	0·03 / 1·39	1·26 / 1·61	3 / 2	10
... / 0·01	0·11 / 0·13	... / ...	... / ...	1·05 / 0 97	1·16 / 1·11	16 / 14	8
... / ...	0·31 / *—0·02*	... / ...	0·15 / 0·16	0·29 / 0·34	0·75 / 0·48	/ 2	20

The Table G—Special and Miscellaneous Expenses of the Assam Bengal Railway—is worked out excluding receipts for Tangi-Narayanganj section of the Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	181		182		183	
				FROM APPENDIX I					
Main head.	Sub-head.			Average miles run per locomotive *per diem*. Miles.		Actual weight of fuel (in per Coaching. lbs.		Goods. lbs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		67·23	66·88	63·06	74·02	73·98	74·14
2	(a) to (e)	Bombay, Baroda and Central India		65·86	65·91	60·26	68·15	75·89	77·58
3	(a) and (b)	Eastern Bengal		59·41	58·85	63·88	59·45	80·85	84·34
4	(a) to (c)	East Indian		80·28	80·59	...	...	57·08	58·94
5	(a) to (g)	Great Indian Peninsula		64·28	60·76	66·13	69·97	96·23	104·20
6	(a) to (c)	Madras and Southern Mahratta		75·57	69·66	.	...	77·71	77·07
7	(a) and (b)	Nizam's Guaranteed State*		64·02	...	56·54	...	77·87	...
8	(a) to (n)	North Western		53·80	50·02	...	...	63·74	72·39
9	(a) and (b)	Oudh and Rohilkhand		68·45	61·64	...	...	67·10	67·70
10	(a)	South Indian		50·27	48·82	51·70	50·85	58·69	64·46
		3′ 3⅜″ Gauge.							
11	(a)	Assam-Bengal		65·43	62·08	...	...	46·50	44·04
12	(a) and (b)	Bengal and North-Western		66·28	67·16	...	...	43·12	45·73
14	(a) and (b)	Bhavnagar State		73·76	76·28	...	...	34·56	31·11
2	(f) to (l)	Bombay, Baroda and Central India		58·64	55·91	.	...	43·56	47·46
15	(a) to (c)	Burma		55·92	58·93	42·37	44·60	52·15	55·06
3	(c) to (e)	Eastern Bengal		59·85	61·49	41·40	43·37	59·90	56·66
18	(a) to (c)	Gondal-Porbandar State		88·37	95·05	...	...	39·68	43·21
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley*		50·09	...	45·80	...	65·06	...
19		Jamnagar		87·50	85·64	...	..	51·14	43·32
20	(a) to (e)	Jodhpur-Bikaner		76·32	74·45	...	...	47·85	50·67
21		Junagad State		50·45	54·73	...	...	36·70	36·62
6	(d) to (l)	Madras and Southern Mahratta		71·75	72·75	...	...	54·56	55·06
10	(c)	Nilgiri		24·15	22·08	114·35	110·50	161·38	166·58
25	(a) and (b)	Rohilkund and Kumaon		62·04	61·65	...	...	43·63	43·51
10	(f)	Shoranur-Cochin		62·69	67·20	35·15	35·34	47·41	47·97
10	(b), (d) to (f) and (h) to (j)	South Indian		72·23	67·90	35·65	38·24	42·00	44·43
26	(a)	Udaipur-Chitorgarh		80·66	77·94	...	...	...	...
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		59·63	41·09	...	...	71·11	67·56
8	(o)	Jacobadad-Kashmor		47·05	33·53	...	...	23·72	28·61
8	(p)	Kalka-Simla		38·10	42·19	...	...	54·83	52·36
8	(q) and (r)	Kohat Thal and Nowshera-Durgai		41·72	45·83	...	...	27·02	32·11
10	(k)	Morappur-Hosur		63·75	75·22	...	...	32·20	29·89
1	(g)	Purulia-Ranchi		46·27	57·66	...	...	47·06	53·13
1	(h)	Raipur-Dhamtari		39·08	38·45	...	...	49·56	48·91
10	(l)	Tirupattur-Krishnagiri		34·67	52·23	...	...	...	26·67
8	(s)	Trans-Indus (Kalabagh-Bannu)		33·81	41·23	...	...	49·37	55·90
		2′ 0″ Gauge.							
20	(f)	Pipar-Bilara Light		38·87	31·97	...	...	39·47	29·03

* Figures for 2nd half are not available.

DIX 12—*continued.*

during each half of the financial year 1916-17.

prepare these statistics.]

184	185	186	187	188	189	190	

OF THE ANALYSIS OF WORKING OF EACH RAILWAY—*concld.*

TERMS OF COAL) ENGINE MILE.		AVERAGE GROSS WEIGHT OF TRAINS—						AVERAGE THROUGH SPEED OF TRAINS—						Number.
Mixed.		Coaching.		Goods.		Mixed.		Coaching.		Goods.		Mixed.		
lbs.		Tons.		Tons.		Tons.		Miles per hour.		Miles per hour.		Miles per hour.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	246·82	263·77	658·31	636·44	331·52	337·27	30·00	30·00	10·00	10·00	20·00	20·00	1
74·64	76·81	234·51	249·69	617·14	644·29	268·88	278·68	23·09	22 21	8·04	8 06	15·12	14·85	2
77·08	76·37	238·08	255·21	658·64	817·74	219·14	206·82	19·45	19·63	12·47	11·89	8·81	9·28	3
...	...	294·33	297·96	665·81	677·56	346·87	360·50	26·20	26·30	16·30	16 30	19·20	19.20	4
86·85	88·82	237·79	241·60	478·86	511·98	...	...	23·55	22·67	10 24	10 12	14·93	13·77	5
...	...	263·27	271·28	587·17	633·88	323·90	336·07	22·22	18·66	8·88	8·64	13·19	13·00	6
70·49	...	176·21	...	442·42	...	335·53	...	21·11	...	9·62	...	13·49	...	7
...	...	342·37	382 60	461·11	494·69	292·81	320·42	20·97	23·02	9·92	9·85	14·15	14 35	8
...	...	344·20	380·22	466·19	431·61	366·01	388·17	33 98	33·39	13·24	9·46	13·33	13·45	9
70·23	59·94	134·67	145·22	453·09	444·48	243·23	289·20	21·03	21·03	11·50	10·80	10·80	11 50	10
...	...	187·66	48 05	244·27	257·30	218·63	215·38	...	...	...	...	13·15	13·15	11
...	...	166·73	184·17	319·93	339·07	170·49	182·16	17·80	17·80	9·50	9·50	12·20	12·20	12
...	...	78·20	81·65	253·77	256·36	124·00	119 45	18·88	18·67	10·68	10·68	13·67	13·56	14
...	...	147·69	145·71	273·07	287·77	180 89	180·66	18·40	18·91	8·01	813	14·16	13·90	2
41·71	4379	180·60	183·55	323·19	335·24	206·60	228·86	17·41	16·92	10·63	11·81	13·50	13·63	15
51·40	53·28	171·70	167·01	327·40	370·54	163·28	156·46	16·01	15·66	9·97	9·93	12·33	11·88	3
...	...	80·02	82·92	173·49	198·51	118·02	134·72	17·65	17·65	9·62	9·62	13·44	13·44	18
50·39	...	126·20	...	282·81	...	172 44	...	17·63	...	10·16	...	12·08	...	7
...	...	64·10	41·12	167·18	155·14	140·01	124·55	19·37	19·37	16·95	15·86	16·02	16 02	19
...	...	122·89	177·03	164·72	164·36	126·00	128·41	20·38	20·38	9 63	9·60	14·43	14 43	20
...	...	75·30	94·25	147·32	119·56	142·25	154·70	21·33	21·33	11·65	13·41	13·24	13·24	21
...	...	165·29	159 30	218·58	219·39	206·67	208·41	16·55	16·32	8·34	8·52	11·71	11·64	6
117·52	115·62	56·45	55·95	40·77	49·63	48·02	51·53	6·11	6·11	5·90	5·90	6·11	6·11	10
...	...	...	...	...	...	...	...	15·16	15·81	8·30	8·29	11·00	11·58	25
33·76	35·81	102 13	104·24	216·20	210·11	125·81	132 61	18·57	18·57	10·00	10·00	16·98	16·98	10
37·51	37·15	141·72	145·20	255 87	271·23	148·94	149 56	18·00	18·00	9·50	9 50	12·00	12·00	10
43·70	41·46	...	...	...	...	136·65	132·92	...	...	...	...	17 00	17·00	26
...	...	126·00	94·57	184·58	171·02	169·29	178·07	15·00	15·00	10·00	10·00	12·00	12·00	1
...	...	...	...	63·27	13·42	100·60	98·92	...	...	8 77	8·28	10·49	11·03	8
...	...	66·46	67·01	46·43	43·06	75·00	65·02	10·53	9·88	7·36	6·01	...	...	8
...	...	26·67	54·59	47·80	39 52	56·24	62·44	...	...	8·71	8·51	12·42	12·28	8
35·95	29·83	...	75·95	...	...	69·08	65·12	...	...	...	...	12·88	12·88	10
...	...	129·04	118·94	116·31	110·81	193·49	170·06	18·00	18·00	11·00	11·00	12·00	12 00	1
...	...	...	100·08	101·98	69·92	99·23	111·64	...	...	...	...	11·00	11 00	1
29·65	30 20	...	...	...	...	81·51	77 45	...	...	...	...	11·86	11·86	10
...	...	86·73	111·23	72·80	87·38	86·45	106·30	...	...	7·30	8·20	13·98	12·36	8
...	...	...	...	26·19	...	5·93	5·48	...	...	...	...	10·00	10·00	20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	191		192	
				FROM APPENDIX II OF THE ANALYSIS OF WORKING OF EACH RAILWAY.			
				AVERAGE MILEAGE *per diem* OF—			
Main head.	Sub-head.			Coaching vehicles, including brakes. Miles.		Goods vehicles, including brakes. Miles.	
				1st half.	2nd half.	1st half.	2nd half
		5′ 6″ GAUGE.					
1	(*a*)	Bengal-Nagpur		155,033	150,398	610,910	593,679
2	(*a*) to (*e*)	Bombay, Baroda and Central India		183,809	189,318	344,514	358,912
3	(*a*) and (*b*)	Eastern Bengal		134,776	120,951	172,597	240,536
4	(*a*) to (*c*)	East Indian		469,561	461,912	1,928,582	2,042,723
5	(*a*) to (*g*)	Great Indian Peninsula		433,969	415,531	1,160,824	1,103,850
6	(*a*) to (*c*)	Madras and Southern Mahratta		120,234	115,190	282,426	275,429
7	(*a*) and (*b*)	Nizam's Guaranteed State*		22,383	...	54,732	...
8	(*a*) to (*n*)	North Western		581,510	536,049	957,656	877,825
9	(*a*) and (*b*)	Oudh and Rohilkhand		156,538	136,144	211,733	181,434
10	(*a*)	South Indian		43,430	39,561	55,716	60,668
		3′ 3⅜″ GAUGE.					
11	(*a*)	Assam-Bengal		62,172	57,855	72,604	70,997
12	(*a*) and (*b*)	Bengal and North-Western		224,604	219,732	253,453	284,097
14	(*a*) and (*b*)	Bhavnagar State		14,552	14,775	12,541	13,283
2	(*f*) to (*l*)	Bombay, Baroda and Central India		264,012	246,701	423,552	400,817
15	(*a*) to (*c*)	Burma		153,228	154,389	226,711	275,881
3	(*c*) to (*e*)	Eastern Bengal		126,231	114,536	139,952	165,322
18	(*a*) to (*c*)	Gondal-Porbandar State		12,500	13,175	11,202	12,746
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley *		29,568	...	25,068	...
19		Jamnagar		2,844	2,770	1,477	1,035
20	(*a*) to (*e*)	Jodhpur-Bikaner		56,272	56,738	131,732	132,933
21		Junagad State		5,763	5,636	4,611	5,640
6	(*d*) to (*h*)	Madras and Southern Mahratta		159,131	152,770	270,641	263,748
10	(*c*)	Nilgiri		1,367	1,218	833	701
25	(*a*) and (*b*)	Rohilkund and Kumaon		34,995	32,154	37,882	43,460
10	(*g*)	Shoranur-Cochin		5,740	5,812	5,886	7,823
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		201,218	178,974	214,853	213,588
26	(*a*)	Udaipur-Chitorgarh		3,542	3,697	2,480	1,756
		2′ 6″ GAUGE.					
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		33,249	34,300	34,293	35,731
8	(*o*)	Jacobabad-Kashmor		1,847	1,695	1,585	1,053
8	(*p*)	Kalka-Simla		4,722	4,486	2,881	2,346
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		6,065	5,219	4,695	2,775
10	(*k*)	Morappur-Hosur		4,925	4,450	1,549	1,466
1	(*g*)	Purulia-Ranchi		7,591	10,581	4,613	4,607
1	(*h*)	Raipur-Dhamtari		1,247	1,167	1,832	1,479
10	(*l*)	Tirupattur-Krishnagiri		1,184	1,152	646	627
8	(*s*)	Trans Indus (Kalabagh-Bannu)		4,922	5,789	2,571	3,207
		2′ 0″ GAUGE.					
20	(*f*)	Pipar-Bilara Light		350	446	180	133

* Figures for 2nd half are not available.

DIX 12—*concluded.*

during each half of the financial year 1916-17.

prepare these statistics.]

193		194		195		196		
FROM APPENDIX V OF THE ANALYSIS OF WORKING OF EACH RAILWAY.								Number.
AVERAGE AGE OF SLEEPERS—				PERCENTAGE OF REMOVALS.				
Wood. Years.		Iron. Years.		Wood. Per cent.		Iron. Per cent.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
10·79	11·01	15·47	15·50	1·60	2·74	0·51	0·58	1
10·10	10·10	11·60	11·50	2·30	5·40	0·50	0 20	2
8·50	8·50	17·50	17·00	1·50	3 37	2·54	5·72	3
9·34	8·63	...	...	2·18	4·28	...	...	4
...	...	...	...	1·33	2·30	0·81	0·67	5
10·63	10·71	...	...	4·56	3·43	...	...	6
...	...	...	...	...	...	...	...	7
4·61	4·96	14·93	14·74	2·94	2·46	1·64	2·23	8
4·51	4·79	14·45	14·52	1·35	4·69	1·46	1·79	9
8·74	8·36	29·34	29·84	4·24	4·04	0·23	0·22	10
...	...	...	...	3·40	6·71	...	...	11
12·13	12·15	...	...	1·89	1·86	...	...	12
11·71	11·81	...	...	2·55	3·18	...	...	14
...	...	...	...	...	...	...	...	2
11·44	11·34	...	...	3·06	5·16	...	...	15
12·00	11·00	11·50	11·00	3·25	3·31	0·31	4·69	3
12·06	8·28	25·46	25·79	1·08	6·37	...	0·25	18
...	...	...	...	...	...	...	...	7
16·13	9·22	...	...	1·59	13·57	...	...	19
...	...	18·25	18·75	...	...	0·04	0·05	20
12·21	12·49	...	...	2·62	1·33	...	...	21
12·00	12·00	...	...	1·81	3·54	...	...	6
8·54	8·88	...	...	2·80	2·38	...	...	10
16·18	16·35	...	...	2·43	1·94	...	...	25
9·31	9·53	...	...	0·36	2·90	...	...	10
9·06	9·43	21·43	21·25	2·32	3·89	0·07	0·12	10
...	...	...	...	...	...	...	...	26
7·70	7·88	1·05	1·55	2·54	3·94	...	...	1
1 50	1·99	...	...	...	0 54	...	...	8
7·40	7·84	...	...	2·50	3·47	...	...	8
10·10	10·36	10·30	10 80	0·50	2·27	0·15	...	8
4·44	4 80	...	...	1·44	1 33	...	...	10
6·32	6·67	...	...	0·99	2·16	...	...	1
12·48	12·63	...	...	2 94	2·68	...	...	1
10·37	10 82	...	...	1·11	0·57	...	...	10
2·97	3·46	...	...	0·16	0·19	...	...	8
5·25	5·75	...	...	0·08	...	...	...	20

APPEN

Coal and wood fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway (Detailed in "Index" to Appendix 1.)		Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton	
Main head.	Sub-head.					Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
1	2	3	4	5	6	7	8	9	10	11
		5' 6" GAUGE.				Rs.	Rs.		Rs.	Rs.
1	(*a*)	Bengal-Nagpur ...	Bihar and Orissa and the Central Provinces.	1912	...	...	...	305,342	5·62	2·70
				1913-14	...	...	...	347,419	6·26	3·47
				1914-15	...	...	...	372,135	6·49	3·52
				1915-16	...	...	...	387,136	6·48	3·41
				1916-17	...	...	...	406,553	6·18	3·26
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	Bihar and Orissa and Hyderabad.	1912	17,504	22·16	*a*	230,586	15·76	*a*
				1913-14	21,198	24·29	*a*	236,768	15·31	*a*
				1914-15	39,874	18·70	*a*	217,142	15·23	3·94
				1915-16	968	18·54	*a*	252,548	14·49	4·06
				1916-17	...	...	...	271,762	14·28	3·77
3	(*a*) & (*b*)	Eastern Bengal ...	Bengal and Bihar and Orissa.	1912	...	...	...	192,223	5·56	2·78
				1913-14	...	...	...	186,818	6·39	3·34
				1914-15	...	...	...	198,066	6·61	3·45
				1915-16	...	...	...	197,061	6·45	3·37
				1916-17	...	...	...	192,408	6·19	3·18
4	...	East Indian ...	Bihar and Orissa ...	1912	...	...	...	754,718	4·35	2·31
				1913-14	...	...	...	819,565	4·37	2·27
				1914-15	...	...	...	871,949	4·88	2·58
				1915-16	...	...	...	879,492	4·62	2·43
				1916-17	...	...	...	955,719	4·21	2·07
5	(*a*) to (*g*)	Great Indian Peninsula.	Africa, Australia, England, Holland, Japan, Bihar and Orissa, Central India, Central Provinces and Hyderabad.	1912	68,498	20·00	*a*	763,034	11·22	*a*
				1913-14	93,517	20·69	*a*	813,247	11·86	*a*
				1914-15	12,866	22·53	*a*	854,325	12·88	*a*
				1915-16	34,797	20·37	*a*	934,584	11·51	4·26
				1916-17	4,952	22·19	*a*	1,093,280	12·20	4·71
6	(*a*) to (*c*)	Madras and Southern Mahratta.	Bihar and Orissa and Hyderabad.	1912	717	15·71	4·50	170,098	12·69	4·27
				1913-14	...	...	...	191,358	13·07	4·80
				1914-15	...	...	...	211,909	12·79	4·90
				1915-16	...	...	...	216,801	13·14	4·88
				1916-17	...	...	...	240,468	13·53	4·08
7	(*a*) & (*b*)	Nizam's Guaranteed State.	Hyderabad ...	1912	...	...	...	41,441	6·32	5·25
				1913-14	...	...	...	47,829	6·83	5·75
				1914-15	...	...	...	41,826	6·61	5·50
				1915-16	...	...	...	42,354	6·50	5·42
				1916-17	...	...	...	49,469	6·85	5·75
8	(*a*) to (*n*)	North Western ...	England, Baluchistan, Bihar and Orissa and the Punjab.	1912	16,220	22·79	*a*	783,577	13·92	3·29
				1913-14	157,874	21·54	3·71	624,134	15·02	4·09
				1914-15	30,116	21·62	3·71	729,131	15·63	4·54
				1915-16	122	28·48	*b* 13·88	761,610	14·29	4·23
				1916-17	7,795	28·29	*b* 13·88	776,544	14·01	3·83
9	(*a*) to (*c*)	Oudh and Rohilkhand	Bihar and Orissa ...	1912	...	...	...	191,589	8·45	2·58
				1913-14	...	...	...	204,091	8·95	3·21
				1914-15	...	...	...	202,715	9·55	3·39
				1915-16	...	...	...	195,029	9·40	3·29
				1916-17	...	...	...	199,997	9·13	3·09
10	(*a*)	South Indian ...	Bihar and Orissa and Hyderabad.	1912	...	...	...	55,060	15·52	3·17
				1913-14	39	31·04	*a*	64,608	17·73	3·93
				1914-15	2	30·36	*a*	65,213	17·41	4·00
				1915-16	...	...	...	63,264	17·29	4·10
				1916-17	...	...	...	69,327	18·99	3·63
		3' 3⅜" GAUGE.								
11	...	Assam-Bengal ...	Assam and Bihar and Orissa.	1912	...	...	...	47,839	10·84	*a*
				1913-14	...	...	...	52,646	10·94	*a*
				1914-15	...	...	...	55,878	12·07	*a*
				1915-16	...	...	...	52,662	11·88	*a*
				1916-17	...	...	...	48,435	11·30	*a*

DIX 13.

per ton during the calendar year 1912 and the financial years 1913-14 to 1916-17.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
...	...	...	2·70	79·70	64·90	535·79	173·33	
...	...	...	3·47	85·20	68·66	572·19	185·35	
...	...	...	3·52	89·12	71·85	567·22	188·22	
...	...	...	3·41	91·18	73·27	988·82	337·53	
...	...	...	3·26	91·20	72·46	424·39	164·88	
3,703	6·37	4·85	*a*	84·05	69·91	679·98	187·71	*a* Information not available.
4,381	6·17	4·37	*a*	87·09	72·12	688·38	193·29	
4,700	6·55	4·54	*a*	84·46	70·00	758·60	193·19	
4,665	5·35	3·75	*a*	82·15	68·41	619·01	172·54	
4,879	5·13	3·63	*a*	84·18	70·23	584·26	169·04	
...	...	...	2·78	97·40	66·03	1,181·42	254·85	
...	...	...	3·34	92·71	61·42	1,069·18	223·52	
...	...	...	3·45	91·51	61·98	1,144·87	225 21	
...	...	...	3·37	94·59	63·92	1,064·49	209·62	
...	...	...	3·18	99·81	66·57	1,075·31	209·98	
...	...	...	2·31	74·04	55·72	365·50	131·02	
...	...	...	2·27	76·53	57·02	413·15	141·00	
...	...	...	2·58	77·03	57·80	396·28	137·63	
...	...	...	2·43	76·93	57·70	382·49	133·93	
..	...	...	2·07	78·84	58·01	358·09	127·59	
2,843	6·55	4·45	*a*	88·57	75·07	771·42	219·66	
2,259	6·81	5·06	*a*	94·16	79·64	760·29	222·53	
1,841	7·68	5·15	*a*	92·33	78·25	858·68	225·20	
1,608	8·28	5·32	*a*	96·39	82·66	716·80	209·35	
1,456	7·92	4·73	*a*	101·90	87·10	722·29	212·62	
4,145	7·02	5·47	4·37	84·27	69·79	836·20	207·45	
4,895	6·72	5·37	4·89	92·05	75·81	866·97	217·80	
5,076	6·47	5·11	4·98	94·88	79·04	874·67	221·38	
2,705	7·48	5·19	4·88	91·11	76·73	755·51	202·59	
2,632	7·89	5·38	4·12	93·19	77·41	663·83	192·23	
...	...	...	5·25	64·77	56·57	623·27	182·71	
...	...	...	5·75	68·83	58·60	620·20	186·93	
...	...	...	5·50	66·66	56·71	670·85	185·36	
...	...	...	5·42	70·72	60·86	582·46	178·74	
...	...	...	5·75	76·89	65·74	661·06	195·15	
8,175	6·80	4·01	*a*	80·85	65·08	620·77	178·84	
7,841	5·03	3·31	4·03	82·07	66·81	622·62	183·22	
7,535	4·80	3·09	4·52	79·87	65·85	691·04	187·35	
7,696	5·08	3·27	4·37	80·60	67·06	651·90	177·09	
7,632	5·47	3·28	3·95	82·17	67·82	591·96	168·73	*b* High rate is due to the consumption of only English Patent Fuel.
...	...	...	2·58	71·81	59·71	861·43	201·48	
...	...	...	3·21	74·19	61·97	1,011·93	200·45	
...	...	...	3·39	78·90	63·42	1,121·36	203·45	
...	...	...	3·29	80·99	66·12	999·34	197·48	
...	...	...	3·09	80·74	67·38	654·32	179·27	
5,238	4·51	4·50	3·46	64·04	57·02	967·67	218·56	
5,549	5·14	5·14	*a*	70·46	62·74	1,111·85	238·86	
2,548	7·67	7·67	*a*	69·95	62·21	1,087·23	226·38	
2,596	8·07	8·05	4·35	68·73	61·28	915·00	204·24	
2,122	8·19	8·18	3·83	73·30	64·87	826·36	205·12	
...	...	...	*a*	55·31	44·90	806·61	230·34	
2,978	2·55	2·55	*a*	61·27	47·61	873.36	243·41	
2,888	2·81	2·81	*a*	61·72	49·19	925·37	242·21	
470	3·02	3·02	*a*	60·97	47·20	911·39	227·17	
31	3·64	3·07	*a*	56·81	45·49	930·37	217·95	

APPEN

Coal and wood fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed n "Index" to Appendix 1).		Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton		Actual quantity in tons.	Average cost per ton.	
Main head.	Sub-head.					Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
1	2	3	4	5	6	7	8	9	10	11
						Rs.	Rs.		Rs.	Rs.
		3' 3½" GAUGE—*contd.*								
12	...	Bengal and North-Western.	Bihar and Orissa ...	1912	...	...	...	145,476	7·92	2·96
				1913-14	...	...	...	146,640	8·65	3·86
				1914-15	...	...	...	143,370	8·82	3·82
				1915-16	...	...	...	148,010	8·91	3·91
				1916-17	...	...	...	151,679	8·83	3·62
13	...	Bengal Dooars ...	Assam, Bengal and Bihar and Orissa.	1912	...	...	...	5,444	9·59	2·62
				1913-14	...	...	...	7,266	11·05	3·73
				1914-15	...	...	...	7,291	10·80	3·40
				1915-16	...	...	...	6,557	10·30	3·67
				1916-17	...	...	...	6,397	10·90	4·00
14	...	Bhavnagar State ...	Bihar and Orissa.	1912	...	...	...	8,175	*b* 15·67	*a*
				1913-14	3,713	*b* 19·89	*a*	4,910	*b* 18·06	*a*
				1914-15	81	*b* 19·17	*a*	9,384	*b* 15·65	*a*
				1915-16	...	...	...	7,981	*b* 16·13	*a*
				1916-17	...	...	...	7,994	*b* 16·26	*a*
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	Bihar and Orissa and Hyderabad.	1912	10,612	24·35	*a*	205,368	14·16	4·30
				1913-14	16,505	25·31	*a*	183,032	12·91	3·78
				1914-15	...	...	...	193,469	13·83	4·28
				1915-16	...	...	...	208,933	13·55	4·47
				1916-17	...	...	...	211,871	13·82	4·17
15	...	Burma	Bihar and Orissa.	1912	...	...	...	118,695	12·16	*a*
				1913-14	...	...	...	128,889	14·44	*a*
				1914-15	...	...	...	120,676	15·47	*a*
				1915-16	...	...	...	109,434	15·11	*a*
				1916-17	...	...	...	103,849	16·36	*a*
17	...	Dibru-Sadiya ...	Assam	1912	...	...	...	10,508	8·50	*a*
				1913-14	...	...	...	10,854	8·50	*a*
				1914-15	...	...	...	10,744	8·50	*a*
				1915-16	...	...	...	12,164	8·50	*a*
				1916-17	...	...	...	11,589	8·50	*a*
3	(*c*) to (*e*)	Eastern Bengal ...	Bengal and Bihar and Orissa.	1912	...	...	...	127,121	8·62	2·75
				1913-14	...	...	...	148,318	9·32	3·64
				1914-15	...	...	...	141,569	9·17	3·37
				1915-16	...	...	...	126,353	9·10	3·28
				1916-17	...	...	...	126,948	8·68	2·84
18	...	Gondal-Porbandar State.	Bengal and Bihar and Orissa.	1912	...	...	...	9,077	17·19	*a*
				1913-14	...	...	...	8,413	18·27	4·00
				1914-15	...	...	...	10,222	17·03	4·00
				1915-16	...	...	...	8,721	17·18	4·00
				1916-17	...	...	...	9,888	17·94	3·67
7	(*c*) to (*e*)	Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	Hyderabad ...	1912	...	...	...	26,825	8·54	5·25
				1913-14	...	...	...	31,903	8·93	5·75
				1914-15	...	...	...	30,563	9·15	5·50
				1915-16	...	...	...	30,525	8·61	5·42
				1916-17	...	...	...	29,315	8·89	5·75
19	...	Jamnagar ...	Bihar and Orissa	1912	...	...	...	1,492	20·52	*a*
				1913-14	...	...	...	1,581	17·98	3·00
				1914-15	5	24·50	*a*	1,697	18·11	4·59
				1915-16	...	...	...	1,510	15·84	2·62
				1916-17	...	...	...	1,995	16·13	2·46

DIX 13—*contd.*

per ton during the calendar year 1912 and the financial years 1913-14 to 1916-17.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
...	...	...	2·96	50·95	42·36	734·67	202·17	
...	...	...	3·86	51·63	42·58	826·98	207·03	
...	...	...	3·82	50·97	41·97	820 86	203·54	
...	...	...	3·91	53·24	43·82	884·97	218·44	
...	...	...	3·62	54·77	44·43	815·27	215·74	
...	...	...	2·62	45·33	42·47	612·14	*a*	*a* Information not available.
...	...	...	3·73	51·87	48·16	728·00	*a*	
...	...	...	3·40	52·28	48·22	938·00	*a*	
...	...	...	3·67	46·18	40·90	1,038·00	*a*	
...	...	...	4·00	40·78	36·71	794·00	*a*	
c 62	12·00	12·00	*a*	37·61	32·32	1,051·56	223·21	*b* Excludes freight over home line.
c 70	12·00	12·00	*a*	41·10	36·23	1,078·83	244·76	
c 71	7·49	7·49	*a*	40·22	35·65	1,027·00	237·27	
c 76	13·44	13·44	*a*	35·10	31·06	879·56	200·71	
c 73	12·45	12·45	*a*	37·49	32·82	963·32	204 31	
c 751	5·00	5·00	*a*	50·35	43·92	647·19	199·02	*c* Old sleepers used for lighting purposes.
c 1,121	5·00	5·00	*a*	51·13	44·31	750·00	208·82	
c 1,315	4·99	4·99	4·29	50·93	43·94	702·09	202·04	
c 1,516	5·00	5·00	4·48	51·12	44·55	668·07	195·32	
c 1,220	5·00	5·00	4·18	52·43	45·46	608·74	191·87	
13,813	5·39	4·83	*a*	45·92	37·15	720 05	184·05	
15,699	5·26	5·02	*a*	51·44	41·44	711·98	189·50	
16,044	4·94	3·81	*a*	50·01	40·24	665·03	182·06	
28,144	6·07	5·07	*a*	51·11	40·88	694·58	18·328	
47,077	6·04	5·04	*a*	51·71	41·36	608·21	173·14	
...	...	...	*a*	70·51	39·39	*a*	*a*	
...	...	...	*a*	76·52	51·75	*a*	*a*	
...	...	...	*a*	70·42	42·97	*a*	*a*	
...	...	...	*a*	86·23	56·94	*a*	*a*	
...	...	...	*a*	82·34	55·61	*a*	*a*	
...	...	...	2·75	65·95	51·47	1,167·61	263·36	
...	...	...	3·64	65·80	51·65	1,195·90	267·36	
...	...	...	3·37	65·73	51·29	1,349·32	268·27	
...	...	...	3·28	66·83	50·91	1327·11	255·19	
...	...	...	2·84	68·95	52·32	1,212·58	252·51	
75	12·97	*a*	*a*	46·18	42·01	2,078·91	316·91	
76	12·00	*a*	*a*	44·72	40·78	1,276·52	268·56	
89	12·00	12·00	4·09	49·73	44·84	1,559·59	316·53	
78	11·67	11·67	4·06	42·17	36·67	1,109·42	250·83	
85	12·08	12·08	3·76	47·86	41·59	1,187·04	265·86	
...	...	...	5·25	43·29	37·94	855·07	221·56	
...	...	...	5·75	46·87	41·31	1,054·25	247·28	
...	...	...	5·50	50·22	44·37	1,116·15	257·81	
...	...	...	5·42	54·35	47·63	937·48	238·08	
...	...	...	5·75	58·64	51·27	1,171·12	255·89	
14	11·52	11·52	*a*	44·48	38·62	2,212·48	315·63	
16	11·00	10·00	3·09	45·91	39·56	1,654·70	296·97	
16	9·87	9·87	*a*	50·03	42 18	1,774·03	315·69	
15	10·35	10·35	2·66	44·79	37·19	1,603·05	269·62	
16	10·99	10·99	2·50	56·43	47·28	2,046·09	351·52	

APPEN

Coal and wood fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix I.)		Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
						Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		3' 3½" GAUGE—*concld.*				Rs.	Rs.		Rs.	Rs.
20	(*a*) to (*e*)	Jodhpur-Bikaner ...	Bihar and Orissa and Rajputana.	1912	...	...	...	53,908	11·86	5·00
				1913-14	...	...	...	50,700	11·99	3·67
				1914-15	...	...	...	48,548	12·75	2·56
				1915-16	...	...	...	63,614	11·16	2·41
				1916-17	...	...	...	63,747	10·33	3·29
21	...	Junagad State ...	Bihar and Orissa ...	1912	...	...	...	2,938	18·75	*a*
				1913-14	...	...	...	3,026	19·67	*a*
				1914-15	...	...	...	3,246	17·85	*a*
				1915-16	...	...	...	3,547	18·59	4·00
				1916-17	...	...	...	4,066	17·97	4·00
6	(*d*) to (*m*)	Madras and Southern Mahratta.	Bihar and Orissa and Hyderabad.	1912	...	...	...	120,741	13·73	4·93
				1913-14	...	...	...	142,180	15·07	4·73
				1914-15	...	...	...	151,259	13·99	5·32
				1915-16	...	...	...	160,741	12·99	5·86
				1916-17	...	...	...	178,263	13·06	5·70
22	...	Morvi	Bihar and Orissa ...	1912	...	...	...	3,554	15·50	2·50
				1913-14	...	...	...	3,162	15·65	3·50
				1914-15	...	...	...	2,839	16·60	4·38
				1915-16	...	...	...	2,939	16·00	3·50
				1916-17	...	...	...	2,731	16·00	3·50
25	(*a*) & (*b*)	Rohilkund and Kumaon.	Bihar and Orissa ...	1912	...	...	...	25,332	9·23	2·27
				1913-14	...	...	...	28,813	9·06	2·63
				1914-15	...	...	...	26,268	10·04	3·08
				1915-16	...	...	...	25,898	10·19	2·86
				1916-17	...	...	...	26,605	9·96	2·60
10	(*b*) to (*f*)	South Indian ...	Africa, Australia, and Bihar and Orissa.	1912	5,020	27·30	*a*	112,887	14·85	4·91
				1913-14	5,448	31·04	*a*	121,002	15·03	4·01
				1914-15	6,189	30·36	*a*	132,609	15·20	3·82
				1915-16	5,077	45·89	*a*	140,826	15·29	3·87
				1916-17	394	49·33	*a*	141,709	17·15	3·73
		2' 6" GAUGE.								
26	...	Udaipur-Chitorgarh...	Bihar and Orissa ...	1912	...	...	...	1,670	13·52	3·75
				1913 14	...	...	...	1,626	14·17	4·00
				1914-15	...	...	...	1,450	14·00	4·00
				1915-16	...	...	...	1,998	14·00	4·00
				1916-17	...	...	...	2,194	14·03	5·00
30	...	Arrah-Sasaram Light	*a*	...	...	...	...	*a*	*a*	*a*
31	...	Bangalore-Chik Ballapur Light.	Bihar and Orissa ...	1914-15	...	...	...	*a*	*a*	*a*
				1915-16	...	...	...	369	20·00	4·81
				1916-17	...	...	...	*c*	*c*	*c*
32	...	Bankura-Damoodar River.	Bihar and Orissa ...	1916-17	...	...	...	356	4·50	2·50
33	...	Baraset-Basirhat Light.	*a*	...	...	...	...	*a*	*a*	*a*
34	...	Bansi Light ...	Bihar and Orissa ...	1912	...	...	...	4,657	17·76	7·65
				1913-14	...	...	...	5,366	15·52	4·06
				1914-15	...	...	...	4,978	15·47	3·93
				1915-16	...	...	...	4,397	15·09	3·20
				1916-17	...	...	...	3,957	14·62	3·19
35	...	Bengal Provincial ...	Bihar and Orissa ...	1912	...	...	...	1,818	5·02	2·12
				1913-14	...	...	...	1,884	6·47	3·96
				1914-15	...	...	...	1,990	5·19	2·50
				1915-16	...	...	...	1,920	4·86	1·87
				1916-17	...	...	...	1,894	5·93	3·28
2	(*m*) to (*r*)	Bilimora-Kalamba, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	Bihar and Orissa and Hyderabad.	1912	...	...	...	3,439	16·17	*a*
				1913-14	...	...	...	4,418	15·93	*a*
				1914-15	65	21·42	*a*	4,869	15·69	*a*
				1915-16	...	...	...	5,862	15·23	3·96
				1916-17	...	...	...	5,785	14·45	3·77
36	...	Bukhtiarpur-Bihar Light.	*a*	...	...	...	...	*a*	*a*	*a*
37	...	Burdwan-Katwa ...	Bihar and Orissa ...	1915-16	...	...	...	547	5·62	3·44
				1916-17	...	...	...	1,234	5·44	2·75
38	...	Champaner-Shivrajpur Light.	Bihar and Orissa, Central India and Central Provinces.	1912	...	...	...	754	13·78	3·25
				1913-14	...	...	...	649	14·84	4·50
				1914-15	...	...	...	608	15·24	4·58
				1915-16	...	...	...	634	14·21	4·58
				1916-17	...	...	...	638	15·15	3·84

DIX 13—*contd.*

per ton during the calendar year 1912 and the financial years 1913-14 to 1916-17.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine shed where issued to locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
286	10·11	10·11	5·05	53·04	48·50	853·18	230·50	*a* Information not available.
304	10·00	10·00	3·72	49·89	44·86	769·04	210·73	
275	10·00	10·00	2·65	54·47	49·01	973·68	241·38	
316	10·00	10·00	2·45	59·94	53·79	802·50	234·31	
200	10·05	10·05	3·49	54·89	49·24	799·38	220·10	
32	10·00	10·00	*a*	42·27	35·80	1,116·71	226·26	*b* Old sleepers used for fighting purposes.
34	10·00	10·00	*a*	42·70	37·53	1,001·47	235·58	
35	10·00	10·00	*a*	42·55	36 92	921·78	230·59	
40	10·00	10 00	4·10	41·48	35·32	1,034·93	231·09	
43	10·30	10·30	4·09	44·95	36·66	1,229·75	254·47	
58,052	5·69	4·76	6·06	50·71	43·77	912·91	246·52	
44,410	5·61	4 77	5·92	53·42	46·55	930·54	254·52	
44,467	5·54	4·76	6·00	55·36	48·91	1,024·70	262·04	
53,125	5·66	4·76	6·56	57·69	51·63	983·24	260·72	
40,703	5·57	4·79	6·22	61·64	54·81	1,022·62	278·15	
36	11·00	*a*	*a*	41·92	41·06	*a*	*a*	
34	11·00	*a*	*a*	39·44	38·57	*a*	*a*	
31	11·25	*a*	*a*	36·03	35·04	*a*	*a*	
45	8·50	*a*	*a*	36·37	35·31	*a*	*a*	
31	9·00	*a*	*a*	34·67	33·43	*a*	*a*	
2,926	4·00	3·19	2·68	54·64	41·45	806·27	228·38	
367	3·36	2·99	2·63	54·49	41·78	939·57	233·39	
...	...	...	3 08	51·61	39·71	1,052·10	233·25	
...	...	...	2·86	48·91	39·20	1,032·74	232·69	
...	...	...	2·60	54·07	43·57	860·32	223·51	
18,478	4·85	4·78	*a*	43·55	36·61	882·86	206·53	
15,928	5·13	5·06	*a*	44·36	39·25	939·14	208·85	
8,101	7·63	6·29	*a*	44·88	39·83	1,012·85	212·23	
8,576	7·68	6·50	*a*	47·80	42·32	903·79	208·72	
9,809	6·54	6·46	*a*	47·55	41·78	882·42	203·07	
15	7·93	7·93	3·76	35·81	33·47	1,532·83	221·69	
17	7·93	7·93	4·06	34·91	32·87	1,678·37	220·10	
15	7·93	7·93	4·06	34·99	32·70	1,740·64	212·73	
26	7·05	7·05	4·00	42·51	39·97	1,703·99	250·71	
21	7·58	7·58	5·05	45·54	42·60	1,606·15	261·10	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	4·81	36·59	30·87	*a*	*a*	
...	...	...	*c*	*c*	*c*	*c*	*c*	
...	...	...	2·50	43·36	27·73	*a*	*a*	*c* Included with the Kolar District Railways.
...	...	...	*a*	*a*	*a*	*a*	*a*	
28	10·92	8·00	7·68	53·97	44·36	932·89	227·06	
13	11·00	8·00	4·08	52·24	43·74	883·46	303·46	
12	11·15	8·00	3·96	52·23	44·44	892·80	315·65	
14	12·50	12·00	3·23	49·00	40·67	803·42	307·72	
17	12·98	12·50	3·21	42·62	37·30	740·65	275·21	
...	...	...	2·12	32·80	31·02	*a*	*a*	
...	...	...	3·96	37·41	35·13	*a*	*a*	
...	...	...	2·50	37 76	35·65	*a*	*a*	
...	...	...	1·87	36·43	34·39	*a*	*a*	
...	...	...	3·28	37·92	35·72	*a*	*a*	
121	5·36	4·37	*a*	32·40	31·12	*a*	*a*	
144	4·41	4·19	*a*	35·71	33·42	*a*	*a*	
174	3·98	3·86	*a*	35·87	33·18	*a*	*a*	
219	3·69	3·55	4·03	34·70	32·52	*a*	*a*	
215	3·42	3 31	3·96	34·60	31·14	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	3·44	42·20	38·49	*a*	*a*	
...	...	...	2·75	32·81	28 02	*a*	*a*	
15	8·11	*a*	*a*	51·72	49·65	*a*	*a*	
11	9·04	*a*	*a*	52·17	51·20	*a*	*a*	
4	4·43	*a*	*a*	56·93	54·45	*a*	*a*	
7	6·28	6·28	4·63	60·22	58·29	*a*	*a*	
6	10·97	10·97	3·86	49·85	45·92	*a*	*a*	

APPEN

Coal and wood fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix I.)		Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed b					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
						Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		2' 6" GAUGE—*contd.*				Rs.	Rs.		Rs.	Rs.
39	...	Cutch State ...	Bihar and Orissa ...	1912	...	...	...	375	26·19	*a*
				1913-14	...	...	...	281	19·25	3·50
				1914-15	...	...	...	569	15·26	*a*
				1915-16	...	...	...	407	22·88	*a*
				1916-17	...	...	...	245	21·12	*a*
40	...	Dehri-Rohtas Light	Bihar and Orissa ...	1912	...	...	...	573	6·25	3·00
				1913-14	...	...	...	686	7·75	4·50
				1914-15	...	...	...	831	7·62	4·25
				1915-16	...	...	...	1,112	7·06	3·75
				1916-17	...	...	...	1,133	7·08	3·75
41	...	Dholpur-Bari ...	Bihar and Orissa ...	1912	...	...	...	262	10·03	4·36
				1913-14	...	...	...	267	13·40	5·00
				1914-15	...	...	...	483	12·84	5·00
				1915-16	...	...	...	643	12·36	4·25
				1916-17	...	...	...	699	10·42	4·37
5	(*h*) & (*i*)	Dhond-Baramati and Ellichpur-Yeotmal.	Bengal, Bihar and Orissa and Central Provinces.	1913-14	...	...	...	668	11·64	3·69
				1914-15	2	20·65	*a*	3,225	10·28	*a*
				1915-16	...	...	...	5,651	10·12	3·81
				1916-17	...	...	...	5,869	12·64	4·68
44	...	Godhra-Lunavada ...	Bihar and Orissa, Central India and Central Provinces.	1913-14	...	...	...	84	15·30	4·50
				1914-15	...	...	...	255	14·14	4·58
				1915-16	...	...	...	357	13·54	4·52
				1916-17	...	...	...	337	15·00	4·04
1	(*b*) to (*h*)	Gondia-Chanda, Jubbulpore-Gondia Extension, Mourbhanj State, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi, and Raipur-Dhamtari.	Bihar and Orissa and the Central Provinces.	1912	...	...	...	37,755	6·04	3·69
				1913-14	...	...	...	45,096	6·86	4·06
				1914-15	...	...	...	47,878	6·69	4·32
				1915-16	...	...	...	45,489	6·54	3·84
				1916-17	...	...	...	47,029	5·80	3·73
8	(*o*), (*q*) & (*r*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	Bihar and Orissa, Baluchistan and the Punjab.	1912	...	...	...	3,408	13·10	3·29
				1913-14	288	21·57	3·71	2,976	14·51	4·09
				1914-15	11	28·92	3·71	3,940	14·75	4·54
				1915-16	...	...	...	5,118	14·31	4·23
				1916-17	21	28·29.	*b*13·88	4,875	13·88	3·83
45	...	Jessore-Jhenidah	Bihar and Orissa ...	1913-14	...	...	...	355	9·50	*a*
				1914-15	...	...	...	*a*	*a*	*a*
				1915-16	...	...	...	714	7·62	3·56
				1916-17	...	...	...	1,394	7·69	2·68
8	(*p*)	Kalka-Simla ...	Bihar and Orissa, Baluchistan and the Punjab.	1912	11	41·95	*a*	8,189	13·88	3·29
				1913-14	...	...	...	8,448	15·16	4·09
				1914-15	...	...	...	7,771	15·29	4·54
				1915-16	...	...	...	7,018	15·75	4·23
				1916-17	...	...	...	7,998	15·87	3·83
47	...	Kolar District ...	Bihar and Orissa ...	1913-14	...	...	...	64	20·00	4·00
				1914-15	...	...	...	89	20·00	7·00
				1915-16	...	...	...	582	20·00	4·81
				1916-17	...	...	...	*c* 1,232	19·25	3·75
48	...	Madaya Light ...	*a*	...	...	...	...	*a*	*a*	*a*
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	Bihar and Orissa and Hyderabad.	1912	...	...	...	1,420	15·87	3·00
				1913-14	...	...	...	2,041	18·21	3·50
				1914-15	...	...	...	2,201	16·84	4·00
				1915-16	...	...	...	2,707	16·59	3·87
				1916-17	...	...	...	2,785	17·52	3·72
22	...	Morvi	Bihar and Orissa ...	1912	...	...	...	475	15·50	2·50
				1913-14	...	...	...	487	15·65	3·50
				1914-15	...	...	...	336	16·60	4·38
				1915-16	...	...	...	388	16·00	3·50
				1916-17	...	...	...	345	16·00	3·50

DIX 13—*contd.*

per ton during the calendar year 1912 and the financial years 1913-14 to 1916-17.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
								a Information not available.
2	15·96	a	a	25·44	16·15	a	a	
3	20·33	a	a	22 21	17·49	a	a	
2	17·08	a	a	43·77	35·00	a	a	
1	13·20	a	a	32·33	25·37	a	a	
...	...	a	a	19·38	15·34	a	a	
	...	...	3·00	75 50	a	a	a	
...	...	...	4·50	42·68	a	a	a	
...	...	...	4·25	41·04	a	a	a	
...	...	...	3 75	69·19	a	a	a	
...	...	...	3·75	72·00	a	a	a	
...								
4	11·65	11·65	4·52	36·44	23·84	a	a	
3	9·97	9·97	5·02	30·14	20·39	a	a	
2	8·51	8·51	5·03	40·37	30·07	a	a	
2	9·77	9·77	4·25	46·87	35·24	a	a	
2	10·00	10·00	4·40	45·91	37·06	a	a	
	...	...	3·69	40·07	38·33	a	a	
...	... 9·34	6·82	a	49·41	47·18	a	a	
30	8·67	5 70	3·87	70·81	64·63	a	a	
47	9·97	6·78	4·69	63·78	57 80	a	a	
7								
	14·20	6·50	4·37	34·39	34·19	a	a	
6	2·98	2 98	4·56	29·57	29·09	a	a	
8	4·74	4·74	4·61	36·67	34·00	a	a	
12	4·95	4·95	4·05	38·86	34·53	a	a	
11								
	...	...	3·69	85·58	68·26	1,812·07	423·29	
...	...	...	4·06	83·31	66·37	1,810·35	413·98	
...	...	...	4·32	89·87	71·33	2,074·80	432·46	
...	...	...	3·84	83·34	65·35	3,809·61	793·36	
...	...	...	3·73	80·87	63·58	2,002·22	398·96	
...								
	...	...	3·29	25·88	23·05	1,958·08	402·95	
...	...	...	4·09	29·09	25·08	2,007·78	384·40	
...	... 4·88	3·09	4·54	32·45	26·93	2,159·68	433·37	
6	5·16	3·35	4·24	33·48	28·53	1,895·34	382·80	
20	5·19	3·00	3·88	33·24	28·74	1,840·91	373·12	
22								
	...	... a		72·42	a	a	a	
...	...	... a		a	a	a	a	
...	...	...	3 56	38·35	31·38	a	a	
...	...	...	2·68	39·19	25·29	a	a	
...	...	...						
	6 95	4·16	a	66·48	53·28	4,400 03	731·03	
6	4·93	3·21	4·10	61·22	48·69	4,384·63	711·08	b High rate is due to the consumption of only English Patent Fuel.
24	4·80	3·09	4·55	60·91	44·40	4,360·16	715·45	
65	5·10	3·29	4·25	63·35	44·08	4,185·64	760·51	
76	5·47	3·28	3·86	66·69	47·47	4,252·41	743·66	
117								
	8·00	8·00	4·34	26·30	32·40	a	a	
3	7·00	7·00	9·85	28·01	21·08	a	a	
84	7·00	7·00	5·62	64 28	50·19	a	a	c. Includes figures for the Bangalore-Chik Ballapur Light rail way.
99	...	...	3·75	34·49	32·91	a	a	
...	...	...	a	a	a	a	a	
112	4·49	4·46	3·24	39·64	39·57	3,286·92	424 66	
129	5·32	5·32	3·74	36·37	36·25	2,774·72	348·19	
82	7·51	7·51	4·21	34·03	33·93	2,716·88	312·05	
116	8·05	8·05	4·14	34·86	34·79	2,923·00	322·54	
92	8·20	8·20	3·94	35·19	35·18	2,605·07	327·27	
8	11·00	a	a	28·76	27·33	a	a	
9	11·00	a	a	28·43	27·39	a	a	
5	11·25	a	a	20·67	19·57	a	a	
8	8·50	a	a	24·50	21·93	a	a	
8	9·00	a	a	21·94	19·21	a	a	

APPEN

Coal and wood fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix I.)		Railways.	Sources of supply.	Year.	Description of fuel with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
						Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		2′ 6″ GAUGE—*concld.*				Rs.	Rs.		Rs.	Rs.
49	...	Nadiad-Kapadvanj...	Bihar and Orissa, Central India and Central Provinces.	1913-14	...	...	...	616	16·37	4·50
				1914-15	...	...	...	675	14·78	4·58
				1915-16	...	...	...	658	14·03	4·52
				1916-17	...	...	...	622	15·24	4·04
25	(*c*)	Powayan Light ...	Bihar and Orissa ...	1912	...	...	...	...	...	...
				1913-14	...	...	...	737	10·31	2·00
				1914-15	...	...	...	695	10·87	2·66
				1915-16	...	...	...	810	10·94	2·58
				1916-17	...	...	...	807	10·59	2·37
50	...	Shahdara (Delhi)-Saharanpur Light.		...	...	...	...	*a*	*a*	*a*
51	...	Tezpore-Balipara ... Light.	Assam ...	1912	...	...	...	467	13·50	*a*
				1913-14	...	...	...	517	13·50	*a*
				1914-15	...	...	...	603	15·19	*a*
				1915-16	...	...	...	499	15·19	*a*
				1916-17	...	...	...	600	15·19	*a*
8	(*s*)	Trans Indus (Kalabagh-Bannu).	Bihar and Orissa ...	1913-14	...	...	...	2,676	14·70	4·09
				1914-15	...	...	...	3,899	11·93	4·52
				1915-16	...	...	...	3,269	13·90	4·23
				1916-17	...	...	...	4,797	14·05	3·83
		2′ 0″ GAUGE.								
52	...	Darjeeling-Himalayan	Bihar and Orissa ...	1912	...	...	...	5,145	9·44	2·75
				1913-14	...	...	...	5,613	10·00	3·50
				1914-15	...	...	...	5,059	10·00	3·50
				1915-16	...	...	...	6,820	10·00	3·50
				1916-17	...	...	...	8,103	10·50	3·00
53	...	Gwalior Light ...	Bihar and Orissa ...	1912	...	...	...	5,307	11·50	4·00
				1913-14	...	...	...	5,849	12·06	4·50
				1914-15	...	...	...	4,934	11·94	4·25
				1915-16	...	...	...	4,767	11·94	4·25
				1916-17	...	...	...	4,052	11·34	3·53
54	...	Howrah-Amta Light	*a* ...	...	...	...	...	*a*	*a*	*a*
55	...	Howrah-Sheakhala Light.	*a* ...	...	...	...	...	*a*	*a*	*a*
56	...	Jagadhri Light ...	Bihar and Orissa ...	1912	...	...	...	182	12·53	4·28
				1913-14	...	...	...	173	14·44	6·19
				1914-15	...	...	...	181	12·98	4·73
				1915-16	...	...	...	170	12·75	4·50
				1916-17	...	...	...	148	13·00	4·50
57	...	Jorhat (Provincial)	Assam ...	1912	...	...	...	960	13·75	9·79
				1913-14	...	...	...	968	13·77	8·97
				1914-15	...	...	...	1,043	13·77	8·97
				1915-16	...	...	...	1,486	13·77	8·97
				1916-17	...	...	...	1,558	14·61	9·81
58	...	Kulasekarapatnam-Tissianvillai.	Bihar and Orissa ...	1915-16	...	...	...	107	22·18	*a*
				1916-17	...	...	...	180	24·47	*a*
5	(*j*)	Matheran Light ...	Bengal and Bihar and Orissa.	1912	...	...	...	462	17·25	6·00
				1913-14	...	...	...	473	17·50	5·87
				1914-15	...	...	...	469	17·50	5·50
				1915-16	...	...	...	542	18·00	5·50
				1916-17	...	...	...	390	21·00	5·50
20	(*f*)	Pipar-Bilara Light .	Bihar and Orissa ...	1912	...	...	...	312	15·00	*a*
				1913-14	...	...	...	284	15·84	3·67
				1914-15	...	...	...	236	12·75	2·56
				1915-16	...	...	...	411	12·21	3·46
				1916-17	...	...	...	404	12·55	3·34
59	...	Tarikere-Narasimharajapura.	Bihar and Orissa ...	1916-17	...	...	...	71	21·69	3·75
		TOTAL ...	...	1912*b*	118,582	...	...	4,590,618	...	...
				1913-14*c*	298,582	...	...	4,702,479	...	...
				1914-15*c*	89,211	...	...	4,948,310	...	...
				1915-16*d*	40,959	...	...	5,145,746	...	...
				1916-17*b*	13,162	...	...	5,496,239	...	...

DIX 13—*concld.*

per ton during the calendar year 1912 and the financial years 1913-14 to 1916-17.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1 000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
7	7·92	6·50	4·57	31·56	31·10	*a*	*a*	*a* Information not available.
10	6·29	6·29	4·53	36·19	36·02	*a*	*a*	
11	6·31	6·31	4·59	35·05	31·12	*a*	*a*	
11	7·14	7·14	4·06	33·91	29·16	*a*	*a*	
1,586	3·57	3·19	8·62	24·51	21·94	*a*	*a*	
9	3·00	2·99	2·63	28·40	25·09	*a*	*a*	
			2·66	27·21	25·02	*a*	*a*	
...	...	...	2·58	31·34	28·44	*a*	*a*	
...	...	...	2·37	31·09	28.06	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*a*	31·57	*a*	*a*	*a*	
...	...	...	*a*	33·59	*a*	*a*	*a*	
...	...	...	*a*	36·93	*a*	*a*	*a*	
...	...	...	*a*	34·47	*a*	*a*	*a*	
...	...	...	*a*	35·93	*a*	*a*	*a*	
22	4·77	3·05	4·10	59·81	48·94	2,830·73	492·53	
11	4·80	3·09	4·54	76·27	62·43	2,348·25	551·55	
1	4·81	3·00	4·23	64·01	51·57	1,970·85	423·65	
16	7 50	5·31	3·84	63·53	52·73	2,679 02	451·38	
...	...	...	2·75	41·02	41·02	*a*	*a*	
...	...	...	3·50	42·07	42·07	*a*	*a*	
...	...	...	3·50	40·28	40·28	*a*	*a*	
...	...	...	3·50	41·74	41·74	*a*	*a*	
...	...	...	3·00	39·33	32·34	*a*	*a*	
...	...	...						
34	6·00	6·00	4·03	48·15	43·04	*a*	*a*	
41	6·00	6·00	5·25	53·39	47·74	*a*	*a*	
47	6 00	6·00	5·12	47·12	41·19	*a*	*a*	
78	6·00	6·00	5·12	44·93	38·87	*a*	*a*	
63	6·00	6·00	4·77	42·07	36·18	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
27	11·00	11·00	7·64	26·43	13·21	*a*	*a*	
7	11·00	11·00	8·59	30·04	15·02	*a*	*a*	
7	11·00	11·00	7·86	29·47	14·73	*a*	*a*	
7	11·00	11·00	7·75	29·00	14·50	*a*	*a*	
39	11·00	11·00	12·00	26·25	13·12	*a*	*a*	
38	11·00							
			9·79	40·36	*a*	*a*	*a*	
...	...	...	8·97	40·92	*a*	*a*	*a*	
...	...	...	8·97	44·93	*a*	*a*	*a*	
...	...	...	8·97	52·35	*a*	*a*	*a*	
...	...	...	9·81	66·56	*a*	*a*	*a*	
...	...	...						
284	8·02	7·50	*a*	27·08	*a*	*a*	*a*	
473	8·18	7·50	*a*	35·44	*a*	*a*	*a*	
2	8·50	7·00	6·02	55·45	52·45	*a*	*a*	
			5·87	35·04	32·16	*a*	*a*	
...	...	...	5·50	67·02	65·50	*a*	*a*	
...	...	...	5·50	70·00	67·20	*a*	*a*	
...	...	...	5·50	67·25	65·50	*a*	*a*	
...	...	...	*a*	32·16	32·16	*a*	*a*	
2	10·00	10·00	*a*	34·19	34·19	*a*	*a*	
2	10·00	10·00	2·65	27·35	27·34	3,228·37	936·72	
1	10·00	10·00	3·46	39·24	39·24	1,950 02	884·95	
...	...	...	3·34	35·02	35·02	3,726·91	1,188·07	
...	...	...	3·75	31·33	30·50	*a*	*a*	
120,579	...	...	...	...	...	...	...	
106,412	...	...	...	...	...	...	...	
95,598	...	...	...	...	...	...	...	
112,782	...	...	...	...	...	...	...	
119,218	...	...	...	...	...	...	...	

b Excluding the Barasat-Basirhat, Bukhtiarpur-Bihar, Howrah-Amta, Howrah-Sheakhala, Arrah-Sasaram, Shahdara (Delhi)-Saharanpur Light and Madaya Light railways.

c Excluding the railways mentioned in note *b* and the Bangalore-Chik Ballapur, Jessore-Jhenidah and Tarikere-Narasimharajapura railways.

d Excluding the railways mentioned in note *b* and Tarikere-Nara-simharajapura railway.

APPEN

Quantity of Indian coal mined during the calendar years 1894 to 1916, quantity of coal by sea to Indian ports and to foreign ports outside India including Burma, and the during the financial

Particulars.	1894	1895	1896	1897	1898	1899	1900	1901
1	2	3	4	5	6	7		9
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Quantity of coal mined in each Province—								
Assam	169,448	172,717	177,250	185,533	200,329	225,623	216,736	254,100
Baluchistan	24,753	25,458	26,257	12,043	13,372	15,822	23,281	24,056
Bengal	2,035,934	2,716,155	3,037,920	3,142,497	3,622,090	4,035,265	4,978,492	5,487,565
Bihar and Orissa	*	*	*	*	*	*	*	*
Burma...	12,111	17,289	22,993	11,472	6,975	8,105	10,228	12,466
Central India	132,837	118,479	115,386	124,778	134,726	164,569	164,489	164,362
Central Provinces	140,495	122,776	141,185	131,629	149,709	156,576	172,842	191,516
Kashmir	...	...	...	...	...	...	...	...
Madras	1,987	1,737	...	...	...	...	...	...
Nizam's Territory	240,525	292,915	262,681	365,550	394,622	401,216	469,291	421,218
North-West Frontier Province	...	...	...	...	...	...	...	...
Punjab	66,467	72,493	79,017	92,792	85,862	81,835	74,083	67,730
Rajputana (Bikaner)	...	...	...	...	511	4,249	9,250	12,094
United Provinces	...	...	1,000	...	...	...	...	...
Total ...	2,823,907	3,540,019	3,863,698	4,066,294	4,608,196	5,093,260	6,118,602	6,635,727
Quantity of Indian coal consumed by the locomotives on the railways in India.	1,062,748	1,119,621	1,182,051	1,328,120	1,418,241	1,560,771	1,858,061	1,956,631
Quantity of Indian coal exported by sea—								
To Indian Ports, excluding Burma	143,813	162,276	389,842	731,742	737,689	672,311	1,030,709	1,157,892
To ports outside of India, including Burma	154,282	211,407	191,030	390,979	490,290	467,306	711,874	845,953
Quantity of foreign coal imported into India—								
From the United Kingdom	†675,043	†773,675	†524,420	†210,257	†297,076	†406,451	†91,710	†112,519
From other countries	†57,112	†15,458	†93,212	†47,016	†34,200	†112,064	†43,999	†79,108

* The quantity of coal mined during these years has been included with the output of Bengal.
† Excludes the quantity of coal imported on Government Account.

DIX 14.

consumed by locomotives on the railways in India and quantity of Indian coal exported quantity of foreign coal imported into India, during the calendar years 1894 to 1912 and years 1913-14 to 1916-17.

1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916.
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
221,096	239,328	266,765	277,065	265,490	295,795	275,224	305,563	297,236	294,893	297,160	270,862	305,160	311,296	287,315
33,889	46,909	49,867	41,725	42,164	42,498	45,212	52,449	52,614	45,707	54,386	52,932	48,234	43,607	42,163
6,259,236	6,361,212	7,063,680	7,234,103	8,617,820	9,993,348	11,559,911	10,660,811	10,778,530	11,468,904	4,306,129	4,649,985	4,424,557	4,975,460	4,992,376
*	*	*	*	*	*	*	*	*	*	9,126,385	10,227,557	10,661,062	10,718,155	10,767,683
13,302	9,306	1,105	...	1,222	...	...	...	...	...	...	...	...	25	...
171,538	193,277	185,774	157,701	170,292	178,588	155,107	121,546	130,400	143,557	149,921	148,978	152,906	139,680	200,285
196,981	159,154	139,027	147,265	92,848	134,088	213,789	238,100	220,437	211,616	239,996	235,651	244,745	253,118	287,832
1,060	999	270	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
455,424	362,733	419,546	454,294	467,924	414,221	444,211	442,892	506,173	505,380	481,652	552,133	555,991	586,824	615,290
...	...	...	...	...	...	90	96	90	140	50	90	94	60	75
55,373	43,704	45,594	62,622	73,119	60,749	54,794	37,208	49,189	30,575	38,409	51,040	54,303	57,911	47,449
16,503	21,764	45,078	42,964	32,372	28,062	21,297	11,449	12,744	14,761	18,251	18,731	17,211	17,796	13,841
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7,424,402	7,438,386	8,216,706	8,417,739	9,783,251	11,147,339	12,769,635	11,870,114	12,047,413	12,715,533	14,706,339	16,208,009	16,464,263	17,103,932	17,254,309
											1913-14	1914-15	1915-16	1916-17
2,091,902	2,203,889	2,447,311	2,636,530	2,863,878	3,285,414	3,558,539	3,657,896	3,801,248	4,223,019	4,590,618	4,702,479	4,948,310	5,145,748	5,496,239
974,602	1,235,318	1,447,867	1,635,263	1,830,793	1,865,056	2,124,642	1,716,823	1,851,322	1,604,086	1,757,075	1,844,495	1,469,714	396,280	72,487
728,316	723,873	896,885	1,144,680	1,394,732	1,040,242	1,045,695	912,154	1,391,218	1,253,971	1,325,238	1,203,478	1,041,339	1,245,569	1,258,094
†198,574	†133,711	†176,705	†147,760	†199,215	†227,176	†173,483	†311,252	†261,316	†245,043	†144,804	210,955	177,937	‡31,957	6,250
†20,773	†30,423	†77,169	50,024	†27,150	†74,412	†211,840	†179,169	†54,744	†73,626	†415,987	553,103	242,053	104,623	45,069

‡ Revised.

APPEN

Details of working of State collieries, worked by

Colliery.	Owned by.	Province.	Year.	Capital outlay.	Output.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Ballarpur	Central Provinces Administration.	Central Provinces.	1912	7,47,461	61,722	...	24,695	86,417
Bokharo-Ramgarh ...	East Indian and Bengal-Nagpur railways.	Bihar and Orissa.	1916-17	13,31,674	168,791	22,445	22,875	214,111
Dandot	North Western railway.	Punjab ...	1912	38,557	...	...	...	...
Kurhurbaree and Serampore...	East Indian railway.	Bihar and Orissa.	1912	30,37,537	530,917	42,551	90,373	663,841
			1913-14	33,87,565	556,016	47,296	96,054	699,366
			1914-15	36,58,317	564,471	51,082	101,375	716,928
			1915-16	38,51,274	654,347	35,854	120,897	811,098
			1916-17	31,39,247	604,405	12,553	147,834	764,792
Mohpani	Great Indian Peninsula railway.	Central Provinces.	1912	9,02,920	53,765	...	†3,091	56,856
			1913-14	10,69,820	52,829	3,927	†5,888	62,644
			1914-15	10,43,439	51,265	2,366	†5,084	58,715
			1915-16	9,26,073	45,896	3,817	†2,804	52,517
			1916-17	8,31,364	51,455	4,184	†668	56,307
Khe	North Western railway.	Baluchistan	1912	2,82,702	1,687	*147	‡36,408	38,242
			1913-14	2,47,133	1,337	*116	‡35,954	37,407
			1914-15	2,21,369	336	*29	‡36,088	36,453
			1915-16	2,17,387	228	*19	‡29,437	29,684
			1916-17	1,96,068	904	*79	‡28,753	29,736
Khost pressed fuel factory ...	North Western railway.	Baluchistan	1912	45,516	...	...	...	§19,809
			1913-14	46,134	...	...	...	§19,744
			1914-15	43,675	...	...	...	§17,966
			1915-16	40,399	...	...	...	§15,305
			1916-17	37,369	...	...	...	§14,062
Haranpur pressed fuel factory	North Western railway	Punjab ...	1912	45,551	...	...	...	...

* Nut coal.
‡ Mixed coal.
† Splint coal.
§ Pressed fuel.

DIX 15.

either Railway Companies or the State.

Quantity issued.	Gross earnings.	Working expenses.	Net gain or loss.	Percentage on capital.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Remarks.
10	11	12	13	14	15	16	17	18	19
Tons.	Rs.	Rs.	Rs.	Per cent.		Tons.			
86,417	3,51,480	2,35,193	1,16,287	15·56	633	136	...	1	The Colliery was sold to a private firm and handed over on the 1st April 1913.
217,535	†2,93,256	2,93,256	...	...	1,973	109	...	7	
...	...	*11,378	—11,378	...	...	...	...	...	The Colliery was closed from the 1st June 1911, but the accounts were not finally closed till 1912.
661,248	†11,73,388	11,73,388	...	...	6,772	98	5	11	The capital outlay is approximate and is made up of the purchase money, Rs. 2,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880.
699,026	†10,58,198	10,58,198	...	...	7,100	98	3	13	
675,369	†12,62,994	12,62,994	...	...	8,663	83	3	9	
758,880	†14,23,489	14,23,489	...	...	8,084	100	4	13	The decrease in the capital outlay in 1916-17 is due to increased credits to the Sinking Fund and the capital outlay on account of the Bakharo Joint Colliery having now been shown separately.
792,615	†13,67,760	13,67,760	...	...	8,376	91	8	19	
60,241	3,01,562	3,36,286	—34,724	...	1,095	52	1	...	The capital outlay is made up of the purchase money, £40,000, and the expenditure incurred from the date of purchase, 1st July 1904. The decrease in the capital outlay in 1914-15, 1915-16 and 1916-17 is due to credits to the Sinking Funds.
63,761	3,14,929	4,09,096	—94,167	...	1,194	52	...	2	
58,854	3,03,260	4,76,984	—1,73,724	...	1,264	46	1	5	
53,571	2,67,563	4,42,547	—1,74,984	...	1,190	44	1	1	
54,935	2,99,261	4,72,939	—1,73,678	...	1,233	46	...	2	
39,089	3,37,737	3,46,251	—8,524	...	761	50	7	7	The decrease in the capital outlay in 1913-14 was due chiefly to depreciation charges at 7½ per cent. adjusted by credit to Block Account and debit to profits of the colliery.
38,335	3,24,696	3,19,762	4,934	1·99	749	50	3	10	The decrease in the capital outlay in 1914-15 was due chiefly to the Sinking Fund charge at annas 8 per ton levied on the total output to redeem the life of the colliery in addition to 3½ per cent on the capital outlay.
36,155	3,00,560	2,90,505	10,055	4·54	667	55	4	3	The decrease in the capital outlay in 1915-16 was due to the Sinking Fund charge at annas 8 per ton levied on the total output to redeem the life of the colliery and the excess of the receipts of stores over the issues.
31,810	2,52,201	2,99,115	—46,914	...	700	42	3	5	
29,522	2,58,957	2,82,963	—24,006	...	632	47	1	3	The decrease in the capital outlay in 1916-17 was due to the Sinking Fund charge at annas 8 per ton on the total out put and to the balance under Reserve Material Account having been reduced.
19,809	2,38,956	2,37,669	1,287	2·83	34	583	...	...	The capital outlay is made up of the purchase money, Rs. 24,927, and the expenditure incurred from the date of purchase.
19,744	2,38,762	2,37,828	934	2·02	31	637	...	...	
17,966	2,16,642	2,20,095	—3,453	...	30	599	...	...	The decrease in the capital outlay in 1914-15, 1915-16 and 1916-17 was due chiefly to depreciation charges at 7½ per cent adjusted by credit to Block Account and debit to profits of the colliery.
15,305	1,94,272	2,12,928	—18,656	...	28	547	...	...	
14,062	1,82,811	1,94,027	—12,116	...	21	670	...	...	
...	...	‡—153	153	0·34	...	...	...	...	The factory was closed on the 31st December 1910, but the accounts were not finally closed till 1912, as land, buildings and some machinery remained to be disposed of.

* The working expenses represent expenditure on dismantling the colliery and the pay of a clerk from 1st January to 30th April 1912.

† Coal issued to railway(s) at cost price.

‡ Represents cost of stores returned to the Stores Depôt for which credit has been afforded during the year

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	Engines.				Coaching		
							Saloons, Royal and State.		
Main head.	Sub-head.		Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8	9	10
		5′ 6″ gauge.							
1	(*a*)	Bengal-Nagpur ...	92	...	416	508	...	...	...
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	145	...	214	359	...	...	...
3	(*a*) & (*b*)	Eastern Bengal ...	104	100	118	322	...	...	...
4	...	East Indian	220	870	167	1,257	...	...	2
5	(*a*) to (*g*)	Great Indian Peninsula ...	336	652	207	1,195	...	...	...
6	(*a*) to (*c*)	Madras and Southern Mahratta	71	...	185	256	...	1	1
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	10	21	50	81	5	...	6
8	(*a*) to (*n*)	North Western ...	361	939	80	1,380	...	...	...
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	99	...	182	281	...	...	15
10	(*a*)	South Indian	33	...	100	133	...	...	...
...	...	Bombay Port Trust ...	...	22	...	22	...	...	...
...	...	Calcutta Port Commissioners'	...	58	...	58	...	...	...
		Total ...	1,471	2,662	1,719	5,852	5	1	24
		3′ 3⅜″ gauge.							
11	(*a*) & (*b*)	Assam-Bengal	5	...	114	119	...	...	1
12	...	Bengal and North-Western ...	54	...	260	314	...	2	...
13	...	Bengal Doars	...	...	16	16	...	...	...
14	...	Bhavnagar State ...	...	...	23	23	...	...	...
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	219	...	340*	559	...	...	1
15	...	Burma	12	...	315	327	..	...	2
17	...	Dibru-Sadiya	...	...	26	26	..	...	...
3	(*c*) to (*e*)	Eastern Bengal	84	78	89	251	...	...	1
18	...	Gondal-Porbandar State ...	...	...	16	16	...	...	...
19	...	Jamnagar	...	...	4	4	...	...	...
20	(*a*) to (*e*)	Jodhpur-Bikaner ...	...	...	105	105	1	1	4
21	...	Junagad State	...	...	13	13	...	...	...
6	(*d*) to (*m*)	Madras and Southern Mahratta	42	27	237	306	...	...	8
22	...	Morvi	4	2	5	11	...	...	1
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	20	13	39	72	...	1	3
25	(*a*) & (*b*)	Rohilkund and Kumaon ..	7	2	54	63	...	...	...
10	(*b*) to (*j*)	South Indian	35	...	287	322	...	...	4
26	...	Udaipur-Chitorgarh ...	...	...	4	4	...	..	...
		Total ...	482	122	1,947	2,551	1	4	25

* Includes 70 auxiliary water tanks used for locomotive purposes only.

DIX 16.

railway on the 31st March 1917.

VEHICLES.									NUMBER.
RESERVED CARRIAGES.			DINING CARS.			FIRST CLASS CARRIAGES.			
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	Main head.
11	12	13	14	15	16	17	18	19	20
36	...	5	...	...	7	23	...	...	1
25	5	5	...	...	5	1	...	6	2
25	...	5	...	...	2	11	...	2	3
51	2	8	...	...	9	53	...	20	4
32	...	4	...	...	21	48	...	28	5
13	6	1	...	...	4	16	...	...	6
16	...	1	...	...	...	9	...	...	7
61	6	*33	...	...	†18	55	...	4	8
28	...	4	...	...	3	31	...	...	9
4	2	...	1	...	...	4	1	...	10
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
291	21	66	1	...	69	251	1	60	
26	...	8	...	...	3	...	...	...	11
15	9	2	...	3	...	5	27	...	12
4	1	...	...	...	...	...	2	...	13
3	...	1	...	...	...	5	...	...	14
33	...	13	...	...	5	42	...	4	2
25	1	18	...	...	1	16	...	5	15
...	...	...	...	...	...	...	...	...	17
20	10	6	...	...	1	3	13	9	3
6	...	1	...	...	...	2	...	...	18
2	...	...	...	...	...	3	...	...	19
14	...	1	...	...	...	4	...	...	20
5	...	2	...	...	...	2	...	...	21
12	...	6	...	...	8	41	...	8	6
3	...	...	...	...	...	...	...	...	22
4	5	3	...	...	...	...	6	...	7
5	4	...	...	...	1	5	3	...	25
9	...	15	...	...	6	13	...	25	10
1	...	...	...	...	...	1	...	...	26
187	30	76	...	3	25	142	51	51	

* Includes 12 carriages for tourists.
† Includes two dining cars for Indian passengers.

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	Engines.				Coaching		
							Saloons, Royal and State.		
Main head.	Sub-head.		Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8	9	10
		2' 6" gauge.							
30	...	Arrah-Sasaram Light ...	...	...	5	5	...	...	...
31	...	Bangalore-Chik Ballapur Light	...	...	...	...	Included with the Kolar District Ry.		
32	...	Bankura-Damoodar River ...	...	...	6	6	...	...	...
33	...	Baraset-Basirhat Light ...	...	...	7	7	...	...	...
34	...	Barsi Light	...	...	17	17	...	...	...
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	...	...	110	110	...	...	...
35	(*a*)	Bengal Provincial ...	...	...	6	6	...	...	...
2	(*m*) *to* (*r*)	Bombay, Baroda and Central India.	...	...	29	29	2	...	1
36	...	Bukhtiarpur-Bihar Light ..	...	...	4	4	...	...	...
37	...	Burdwan-Katwa	...	...	4	4	...	...	...
38	...	Champaner-Shivrajpur Light...	...	...	4	4	...	...	...
39	...	Cutch State	...	...	5	5	...	...	...
40	...	Dehri-Rohtas Light ...	...	...	3	3	...	...	...
41	...	Dholpur-Bari	...	...	4	4	...	...	...
5	(*h*)	Dhond-Baramati	...	...	2	2	...	...	...
3	(*c*)	Eastern Bengal	...	...	6	6	...	...	...
5	(*i*)	Ellichpur-Yeotmal ...	...	...	8	8	...	...	...
44	...	Godhra-Lunavada ...	...	...	2	2	...	...	...
8	(*o*), (*q*) & (*r*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	26	26	...		...
45	...	Jessore-Jhenidah ...	...	...	5	5	...	...	...
8	(*p*)	Kalka-Simla	...	...	22	22	...	...	...
47	...	Kolar District (*a*) ...	...	...	5	5	...	...	...
48	...	Madaya Light	...	Information not available.			...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	...	...	9	9	...	...	...
22	...	Morvi	3	1	1	5	...	...	...
1	(*d*)	Mourbhanj State ...	...	...	3	3	...	...	...
49	...	Nadiad-Kapadvanj ...	...	...	3	3	...	...	...
1	(*f*)	Parlakimedi Light ...	...	...	3	3	...	...	1
25	(*c*)	Powayan Light ...	...	...	5	5	...	...	...
50	...	Shahdara (Delhi)-Saharanpur Light.	...	...	8	8	...	...	...
51	...	Tezpore-Balipara Light ...	...	...	3	3	...	...	...
8	(*s*)	Trans Indus (Kalabagh-Bannu)	...	...	16	16	...	...	...
		Total ...	3	1	331	335	2	...	2
		2' 0" gauge.							
52	...	Darjeeling-Himalayan ...	...	...	22	22	...	...	...
53	...	Gwalior Light	...	...	22	22	...	...	2
54	...	Howrah Amta Light ...	...	...	17	17	...	...	...
55	...	Howrah-Sheakhala Light ...	...	...	4	4	...	...	...
56	...	Jagadhri Light	...	...	2	2	...	...	...
57	...	Jorhat (Provincial) ...	...	...	8	8	...	...	...
58	...	Kulasekarapatnam-Tissian-villai Light.	...	...	5	5	...	...	...
5	(*j*)	Matheran Light	...	...	5	5	...	...	...
20	(*f*)	Pipar-Bilara Light ...	...	...	2	2	...	...	...
59	...	Tarikere-Narasimharajapura ...	...	...	2	2	...	...	...
1	(*i*)	Tumsar-Tirodi Light ...	...	...	13	13	...	...	...
		Total ...	...	...	102	102	...	...	2
		Grand total ...	1,956	2,785	4,099	8,840	8	5	53

(*a*) Includes figures for the Bangalore-Chik Ballapur Light Railway,

DIX 16—*contd.*

railway on the 31st March 1917.

VEHICLES.										NUMBER.
RESERVED CARRIAGES.			DINING CARS.			FIRST CLASS CARRIAGES.				
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.		Main head.
11	12	13	14	15	16	17	18	19		20
1	...	...	...	...	...	2	...	...		30
Included	with the	Kolar Dist	rict Railway.	...	...	...	...	...		31
...	...	...	...	...	...	...	...	...		32
1	...	...	...	...	...	...	...	...		33
...	...	1	...	...	...	...	...	...		34
4	...	8	...	...	...	...	...	2		1
1	...	...	...	...	...	...	...	...		35
...	...	1	...	...	...	...	...	...		2
...	...	...	...	...	...	1	...	...		36
...	...	...	...	...	...	...	...	...		37
...	...	...	...	...	...	...	...	...		38
...	...	...	...	...	...	...	...	1		39
...	...	1	...	...	...	...	...	1		40
...	...	1	...	...	...	...	...	...		41
...	...	...	...	...	...	...	...	...		5
2	...	...	...	...	...	...	...	...		3
...	...	...	...	...	...	...	...	...		5
...	...	...	...	...	...	...	...	...		44
3	...	1	...	...	...	2	...	...		8
...	...	...	...	...	...	...	...	...		45
...	...	4	...	...	...	1	...	...		8
...	...	...	...	...	...	...	...	...		47
...	...	...	...	...	...	...	...	..		48
...	...	...	...	...	...	...	...	...		10
1	...	2	...	...	...	...	...	...		22
...	...	...	...	...	...	2	...	...		1
...	...	...	...	...	...	...	...	...		49
...	...	...	...	...	...	...	...	...		1
1	...	...	...	...	...	...	...	...		25
1	...	...	...	...	...	3	...	...		50
...	...	...	...	...	...	...	...	...		51
1	...	...	...	...	...	...	...	...		8
16	...	19	...	...	...	11	...	4		
4	...	5	...	...	...	11	...	2		52
...	...	1	...	...	...	...	...	7		53
1	...	...	...	...	...	...	...	...		54
...	...	...	...	...	...	...	...	...		55
...	...	...	...	...	...	...	...	...		56
...	...	...	...	...	2	...	...	5		57
...	...	...	...	...	...	...	...	...		58
2	...	...	...	...	...	14	...	...		5
...	...	...	...	...	...	...	...	...		20
...	...	...	...	...	...	...	...	...		59
...	...	...	...	...	...	...	...	...		1
7	...	6	...	...	2	25	...	14		
501	51	167	1	3	96	429	52	129		

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	COACHING								
			Composite, 1st and 2nd Class.			Composite, 1st, 2nd and 3rd Class. (For servants or otherwise.)			Other Composite carriages.		
Main head.	Sub-head.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
21	22	23	24	25	26	27	28	29	30	31	32
		5' 6" gauge.									
1	(*a*)	Bengal-Nagpur ...	41	...	40	...	...	6	5	...	6
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	23	4	52	...	...	14	...	...	10
3	(*a*) & (*b*)	Eastern Bengal ...	41	...	33	...	...	...	1	...	52
4	...	East Indian	38	...	100	...	...	...	12	...	27
5	(*a*) to (*g*)	Great Indian Peninsula ...	61	...	149	...	...	12	...	...	*45
6	(*a*) to (*c*)	Madras and Southern Mahratta.	51	...	13	...	...	18	10	...	27
7	(*a*) & (*b*)	Nizam's Guaranteed State	12	...	4	...	...	3	...	...	†2
8	(*a*) to (*n*)	North Western ...	83	...	...	...	...	199	10	...	31
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	44	...	15	...	...	...	4	...	52
10	(*a*)	South Indian	12	...	25	...	...	19	...	...	6
...	...	Bombay Port Trust ...	...	...	...	...	...	...	...	...	...
...	...	Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...
		Total ...	406	4	431	...	...	271	42	...	258
		3' 3⅜" gauge.									
11	(*a*), & (*b*)	Assam-Bengal... ...	6	...	28	...	...	8	...	...	‡39
12	...	Bengal and North-Western	31	18	16	...	...	...	...	...	1
13	...	Bengal Dooars... ...	1	7	...	...	...	...	...	...	1
14	...	Bhavnagar State ...	5	...	7	...	...	2	...	...	1
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	42	...	70	...	...	43	...	...	8
15	...	Burma	24	...	28	...	...	49	...	...	26
17	...	Dibru-Sadiya	5	7	...	...	...	...	...	...	...
3	(*c*) to (*e*)	Eastern Bengal ...	17	33	41	...	...	...	33	...	...
18	...	Gondal-Porbandar State ...	3	...	7	...	...	...	...	...	...
19	...	Jamnagar	2	...	...	...	...	...	...	...	...
20	(*a*) to (*e*)	Jodhpur-Bikaner ...	21	...	3	...	...	...	1	...	§13
21	...	Junagad State ...	2	...	4	...	...	1	...	...	...
6	(*d*) to (*m*)	Madras and Southern Mahratta.	44	...	15	...	...	12	...	...	16
22	...	Morvi	6	...	3	...	...	...	...	...	...
7	(*c*) to (*e*)	Nizam's Guaranteed State...	...	11	8	...	...	...	...	2	3
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	8	3	6	...	...	2	...	...	4
10	(*b*) to (*j*)	South Indian	43	...	60	...	...	25	...	...	28
26	...	Udaipur-Chitorgarh ...	4	...	...	...	...	...	...	...	...
		Total ...	264	79	296	...	...	142	34	2	140

* Includes 4 composite restaurant and sleeping carriages.
† These are composite, third and dining cars.
‡ Includes 3 third class carriages with dining accommodation.
§ Includes 3 composite first, second and dining cars.

DIX 16—*contd.*

railway on the 31st March 1917.

VEHICLES—*contd.*

Second class.			Second class with postal accommodation.	Intermediate class.					Composite. Intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	Third class carriages without brake compartments.		Number.
							Ambulance.								
4-wheeled.	6-wheeled.	Bogie.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.					4-wheeled.	6-wheeled.	Main head.
33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
23	...	...	...	22	...	28	...	...	20	3	...	...	238	...	1
18	...	17	...	...	...	...	...	...	...	...	...	...	92	12	2
11	...	2	...	20	...	14	7	...	55	6	4	...	148	...	3
51	...	15	...	46	...	45	...	...	155	...	8	...	510	...	4
118	...	20	22	...	...	...	...	...	17	...	...	...	423	...	5
19	4	2	...	4	...	...	...	...	12	...	...	...	191	...	6
10	...	...	...	...	...	...	...	...	...	...	...	...	31	...	7
64	...	...	...	98	...	13	...	...	263	...	...	...	240	...	8
28	...	...	...	31	...	4	...	...	76	...	2	...	33	...	9
8	...	...	...	...	...	...	...	...	...	...	...	...	67	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
350	4	56	22	221	...	104	7	...	598	9	14	...	1,973	12	
...	...	...	...	...	...	...	...	...	15	...	...	...	...	...	11
8	26	...	...	...	32	...	...	...	84	...	...	...	221	343	12
...	...	...	...	...	...	...	...	...	8	...	...	...	3	16	13
5	...	...	2	...	...	...	...	...	...	...	...	...	45	...	14
23	...	...	...	23	...	4	...	...	11	3	...	...	444	...	2
29	...	...	...	...	...	...	...	...	...	...	...	...	220	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	33	...	17
3	...	...	...	37	...	12	...	...	69	2	2	...	180	...	3
13	...	...	2	...	...	...	...	...	...	...	...	...	32	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	14	...	19
10	...	...	...	16	...	3	...	...	...	...	...	...	63	...	20
9	...	...	1	...	...	...	...	...	...	...	...	...	12	...	21
19	...	8	...	...	...	...	...	...	10	...	2	...	230	...	6
1	...	...	3	...	...	...	...	...	...	...	...	...	28	...	22
...	10	...	...	...	...	...	...	...	...	..	...	...	...	52	7
2	3	...	...	3	...	...	...	...	10	...	8	...	69	29	25
20	...	15	...	...	...	...	...	...	...	...	...	...	219	1	10
1	...	...	...	...	...	...	...	...	2	...	...	...	21	...	26
143	39	23	8	79	32	19	...	...	209	5	12	...	1,834	441	

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	COACHING								
			Composite, 1st and 2nd class.			Composite, 1st, 2nd and 3rd class. (For servants or otherwise.)			Other composite carriages.		
Main head	Sub-head.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
21	22	23	24	25	26	27	28	29	30	31	32
		2′ 6″ gauge.									
30	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...	...
31	...	Bangalore-Chik Ballapur Light.	Included	with the	Kolar	District	Railway.	...	...	...	...
32	...	Bankura-Damoodar River...	4	...	...	...	...	...	...	...	...
33	...	Baraset-Basirhat Light ...	4	...	...	...	...	...	...	...	...
34	...	Barsi Light	...	...	4	...	...	...	...	...	6
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur ...	2	...	26	...	...	2	...	...	6
35	(*a*)	Bengal Provincial ...	2	...	...	...	...	...	2	...	...
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	...	...	...	...	...	...	...	10
36	...	Bukhtiarpur-Bihar Light ...	2	...	...	...	...	...	...	...	...
37	...	Burdwan-Katwa ...	3	...	...	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light	...	...	...	...	...	...	...	...	2
39	...	Cutch State	...	...	1	...	...	...	...	...	1
40	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	...	...	...
41	...	Dholpur-Bari ...	...	...	...	...	...	...	...	...	2
5	(*h*)	Dhond-Baramati ...	...	...	...	...	...	...	...	...	1
3	(*c*)	Eastern Bengal ...	6	...	...	...	...	...	5	...	...
5	(*i*)	Ellichpur-Yeotmal ...	...	...	...	...	...	...	...	...	5
44	...	Godhra-Lunavada ...	...	...	...	...	...	...	...	...	2
8	(*o*), (*q*) & (*r*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	11	...	...	...	...	...	...	...	...
45	...	Jessore-Jhenidah ...	3	...	...	...	...	...	...	...	1
8	(*p*)	Kalka-Simla	1	...	24	...	...	4	...	...	...
47	...	Kolar District (*a*) ...	...	...	...	...	...	4	...	...	5
48	...	Madaya Light ...	Information not available.			...	...	...	...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	...	...	...	...	...	...	...	...	6
22	...	Morvi	...	...	4	...	...	...	...	...	2
1	(*d*)	Mourbhanj State ...	...	...	...	...	...	...	...	...	2
49	...	Nadiad-Kapadvanj ...	...	...	...	...	...	...	...	...	2
1	(*f*)	Parlakimedi Light ...	...	...	...	...	...	...	...	...	1
25	(*o*)	Powayan Light ...	3	...	...	...	...	...	...	...	...
50	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	...	...
51	...	Tezpore-Balipara Light ...	...	...	...	...	...	...	...	...	5
8	(*s*)	Trans-Indus (Kalabagh-Bannu).	2	...	...	...	...	...	...	...	8
		Total ...	43	...	59	...	...	10	7	...	67
		2′ 0″ gauge.									
52	...	Darjeeling-Himalayan ...	5	...	7	...	...	2	1	...	12
53	...	Gwalior Light ...	...	...	...	...	...	...	...	...	4
54	...	Howrah-Amta Light ...	5	...	...	...	...	...	...	...	2
55	...	Howrah-Sheakhala Light ...	3	...	...	...	...	...	...	...	2
56	...	Jagadhri Light ...	1	...	...	...	...	...	...	...	...
57	...	Jorhat (Provincial) ...	...	...	...	...	...	1	...	...	...
58	...	Kulasekarapatnam-Tissianvillai Light.	...	...	...	...	...	...	...	...	...
5	(*j*)	Matheran Light ...	1	...	...	...	...	1	2	...	...
20	(*f*)	Pipar-Bilara Light ...	...	...	...	...	...	...	...	...	2
59	...	Tarikere-Narasimharajapura.	...	...	...	...	...	...	...	...	...
1	(*i*)	Tumsar-Tirodi Light ...	...	...	...	...	...	...	...	...	...
		Total ...	15	...	7	...	...	4	3	...	22
		Grand total ...	728	83	793	...	...	427	86	2	487

(*a*) Includes figures for the Bangalore-Chick Ballapur Light Railway.

DIX 16—*contd.*

railway on the 31st March 1917.

VEHICLES—*contd.*

Second class.			Second class with postal accommodation.	Intermediate class.					Composite, intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	Third class carriages without brake compartments.		Number.
							Ambulance.								
4-wheeled.	6-wheeled.	Bogie.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.					4-wheeled.	6-wheeled.	Main head.
33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
...	...	...	...	2	...	...	...	...	...	...	...	...	18	...	30
Included with the			Kolar	District	Railway.	...	...	...	...	...	...	...	...	...	31
...	...	...	...	3	...	...	...	...	1	...	...	...	15	...	32
...	...	...	...	5	...	...	...	...	1	...	...	...	27	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	3	...	...	...	3	...	...	20	...	...	...	14	...	1
...	...	...	...	...	...	...	...	...	3	...	...	...	13	...	35
1	...	11	...	...	...	...	...	...	...	...	...	71	...	...	2
...	...	...	...	3	...	...	...	...	...	...	...	...	12	...	36
...	...	...	...	3	...	...	...	...	...	...	...	...	13	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	40
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	2	...	...	...	...	2	...	...	...	25	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44
2	...	...	...	8	...	...	...	...	...	...	...	...	40	...	8
...	...	...	...	...	...	...	...	...	2	...	...	...	5	...	45
2	...	...	...	...	...	...	...	...	6	...	...	...	4	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	47
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
3	...	...	2	...	...	...	...	...	...	...	...	...	10	...	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	25
...	...	...	...	...	...	...	...	...	...	3	...	...	27	...	50
...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	51
...	...	...	...	...	...	...	...	...	3	...	...	...	6	...	8
8	...	14	2	26	...	3	...	...	39	3	...	82	239	...	
15	...	...	...	...	...	...	...	...	...	...	...	...	24	...	52
5	...	...	...	...	...	...	...	...	...	...	...	...	24	...	53
...	...	...	...	8	...	...	...	...	...	...	...	...	79	...	54
...	...	...	...	3	...	...	...	...	...	...	...	...	16	...	55
...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	56
...	...	...	...	...	...	...	...	...	2	...	1	19	...	...	57
...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	58
7	...	...	...	...	...	...	...	...	...	...	...	...	6	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	20
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	59
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
27	...	...	...	11	...	...	...	...	2	...	1	19	155	...	
528	43	93	32	337	32	126	7	...	848	17	27	101	4,201	453	

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	COACHING								
			Third class carriages without brake compartments—*concld.*			Third class carriages with brake compartments.					Third class and postal vans.
				Ambulance.					Ambulance.		
Main head.	Sub-head.		Bogie.	4-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.	
49	50	51	52	53	54	55	56	57	58	59	60
		5′ 6″ gauge.									
1	(*a*)	Bengal-Nagpur ...	269	20	...	69	...	...	...	...	16
2	(*a*) to (*e*)	Bombay, Baroda and Central India	344	8	9	4	...	15	...	...	26
3	(*a*) & (*b*)	Eastern Bengal ...	138	...	...	23	...	31	...	...	6
4	...	East Indian	287	99	...	19	...	30	...	...	54
5	(*a*) to (*g*)	Great Indian Peninsula ...	303	12	77	97	...	16	22	10	31
6	(*a*) to (*c*)	Madras and Southern Mahratta	71	46	...	60	...	...	...	...	19
7	(*a*) & (*b*)	Nizam's Guaranteed State...	13	...	...	...	...	...	...	...	4
8	(*a*) to (*n*)	North Western ...	322	380	290	8	...	...	...	...	56
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	41	170	119	2	...	7	15	...	40
10	(*a*)	South Indian	88	...	...	23	...	8	...	...	10
...	...	Bombay Port Trust ...	...	...	...	...	...	...	...	...	...
...	...	Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...
		Total ...	1,876	735	495	305	...	107	37	10	262
		3′ 3½″ gauge.									
11	(*a*) & (*b*)	Assam-Bengal ...	141	...	...	...	...	...	...	...	22
12	...	Bengal and North-Western	233	...	...	...	...	...	...	...	25
13	...	Bengal Dooars ...	6	...	...	...	...	...	...	...	4
14	...	Bhavnagar State ...	20	...	...	...	...	...	...	...	1
2	(*f*) to (*l*)	Bombay, Baroda and Central India	480	5	4	26	...	...	...	...	41
15	...	Burma ...	270	51	...	23	...	26	...	8	61
17	...	Dibru-Sadiya	9	...	...	...	...	...	...	...	3
3	(*c*) to (*e*)	Eastern Bengal ...	187	...	...	...	...	2	...	...	16
18	...	Gondal-Porbandar State ...	12	...	...	2	...	1	...	...	2
19	...	Jamnagar	3	...	...	...	...	...	...	...	1
20	(*a*) to (*e*)	Jodhpur-Bikaner ...	71	...	...	1	...	...	...	...	16
21	...	Junagad State ...	14	...	...	1	...	...	...	...	1
6	(*d*) to (*m*)	Madras and Southern Mahratta	178	1	...	178	...	19	2	...	34
22	...	Morvi	9	...	...	1	...	...	...	...	1
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	17	...	...	...	2	1	...	...	5
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	51	...	...	2	...	...	...	...	1
10	(*b*) to (*f*)	South Indian	579	...	...	...	...	83	...	...	36
26	...	Udaipur-Chitorgarh ...	...	...	...	2	...	...	...	...	1
		Total ...	2,280	57	4	236	2	132	2	8	271

DIX 16—*contd.*

railway on the 31st March 1917.

VEHICLES—*concld.*

Brake-vans (used exclusively on passenger service).	Brake-vans with		Brake-vans fitted with postal compartments.	Postal vans.	Composite, postal and other carriages.	Prison vans.	Carriage trucks.	Horse boxes.	Luggage vans.	Produce vendors' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscellaneous.	Total coaching vehicles.	Total number of axles of coaching vehicles in use on the line.	Number. Main head.
	Intermediate class.	Third class.															
61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
32	7	57	...	...	12	...	18	36	30	...	...	...	...	35	1,104	3,100	1
64	...	35	...	...	...	...	18	31	60	...	...	...	...	...	903	2,939	2
20	18	...	...	1	2	...	9	22	26	16	20	31	...	19	821	2,294	3
161	18	117	...	2	...	...	59	130	51	10	...	...	1	124	2,314	6,392	4
161	1	104	10	7	2	5	70	116	126	...	...	...	...	...	2,170	6,028	5
...	...	73	...	...	...	...	24	38	36	...	...	...	...	...	760	1,949	6
23	...	9	...	...	...	...	4	15	1	...	...	...	...	6	174	432	7
386	...	160	1	...	6	...	67	159	...	...	...	...	18	179	3,210	8,992	8
184	...	10	...	...	2	...	23	80	21	...	...	...	8	...	1,092	2,798	9
...	...	29	3	4	...	...	8	18	8	...	...	...	...	...	348	1,057	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1,031	44	594	14	14	24	5	300	645	359	26	20	31	27	363	12,896	35,931	
...	106	...	...	...	...	...	11	20	14	...	...	3	...	1	452	1,484	11
...	...	...	...	...	...	...	5	30	1	...	...	...	...	...	1,137	3,336	12
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	54	158	13
14	...	3	...	...	...	...	2	5	...	...	...	...	...	...	121	306	14
17	...	90	...	...	...	2	39	80	16	...	...	...	...	4	1,573	4,688	2
...	...	84	...	...	...	3	1	37	17	...	...	...	...	94	1,119	3,373	15
8	...	...	...	...	...	...	...	7	4	...	...	2	...	2	80	201	17
10	2	...	...	3	2	2	7	32	57	...	...	23	...	44	879	2,470	3
7	...	3	...	...	3	...	3	2	...	...	...	...	...	...	101	256	18
4	...	...	...	...	...	...	...	1	...	...	...	...	...	...	30	66	19
6	...	9	...	...	...	...	2	14	...	...	...	...	1	2	277	800	20
3	...	3	...	...	...	...	2	3	...	...	...	...	...	...	65	178	21
...	...	290	...	...	...	6	20	47	24	...	...	...	...	11	1,249	3,218	6
5	...	2	...	...	...	...	1	4	1	...	...	...	...	...	69	168	22
22	...	10	...	...	...	...	2	12	...	...	...	...	...	...	179	547	7
...	...	6	10	...	...	...	...	12	...	...	...	...	...	3	250	702	25
60	...	111	...	...	...	...	8	24	15	...	...	...	...	48	1,447	4,891	10
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	34	68	26
156	108	611	10	3	5	13	103	332	149	...	...	28	1	209	9,116	26,910	

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	COACHING								
			Third class carriages without brake compartments—*concld.*			Third class carriages with brake compartments.					Third class and postal vans.
				Ambulance.					Ambulance.		
Main head.	Sub-head.		Bogie.	4-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.	
49	50	51	52	53	54	55	56	57	58	59	60
		2' 6" gauge.									
30	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...	...
31	...	Bangalore-Chik Ballapur Light.	Included	with the	Kolar	District	Railway.	...	...	...	...
32	...	Bankura-Damoodar River	...	...	...	...	...	...	...	...	4
33	...	Baraset-Basirhat Light ...	3	...	...	...	...	...	...	...	1
34	...	Barsi Light	32	...	...	...	...	2	...	...	...
1	(*b*), (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur ...	170	...	...	...	...	...	...	...	...
35	(*a*)	Bengal Provincial	1	...	...	...	...	...	...	...	...
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	...	...	...	...	...	...	...	...
36	...	Bukhtiarpur-Bihar Light...	...	...	...	...	...	...	...	...	1
37	...	Burdwan-Katwa ...	...	...	...	...	...	...	...	...	3
38	...	Champaner-Shivrajpur Light	2	...	...	...	...	...	...	...	...
39	...	Cutch State	1	...	...	...	...	3	...	...	...
40	...	Dehri-Rohtas Light ...	2	...	...	...	...	...	...	...	...
41	...	Dholpur-Bari	3	...	...	...	...	2	...	...	...
5	(*h*)	Dhond-Baramati ...	2	...	...	...	...	2	...	...	...
3	(*c*)	Eastern Bengal ...	...	...	...	7	...	...	...	...	2
5	(*i*)	Ellichpur-Yeotmal ...	6	...	...	...	...	5	...	...	...
44	...	Godhra-Lunavada ...	4	...	...	...	...	...	...	...	...
8	(*o*), (*q*) & (*r*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	28	...	...	...	...	...	...	...	...
45	...	Jessore-Jhenidah ...	2	...	...	...	...	...	...	...	2
8	(*p*)	Kalka-Simla	17	...	...	...	...	6	...	...	...
47	...	Kolar District (*a*) ...	7	...	...	...	...	...	...	...	...
48	...	Madaya Light ...	In	formation	not avail	able.	...	...	...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	18	...	...	...	...	...	...	...	...
22	...	Morvi	11	...	...	...	...	...	...	...	2
1	(*d*)	Mourbhanj State ...	5	...	...	...	...	...	...	...	...
49	...	Nadiad-Kapadvanj ...	5	...	...	...	...	...	...	...	...
1	(*f*)	Parlakimedi Light ...	5	...	...	...	...	...	...	...	...
25	(*c*)	Powayan Light ...	...	...	...	4	...	...	...	...	...
50	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	6	...	...	...	...	3
54	...	Tezpore-Balipara Light ..	...	...	...	...	...	...	...	...	...
8	(*s*)	Trans Indus (Kalabagh-Bannu).	29	...	...	...	...	...	...	...	3
		Total ...	353	...	...	17	...	20	...	...	21
		2' 0" gauge.									
52	...	Darjeeling-Himalayan ...	13	...	...	4	...	1	...	...	2
53	...	Gwalior Light ...	19	...	...	...	...	...	...	...	...
54	...	Howrah-Amta Light ...	8	...	...	...	...	...	...	...	...
55	...	Howrah-Sheakhala Light ...	4	...	...	...	...	...	...	...	...
56	...	Jagadhri Light ...	...	...	...	...	...	...	...	...	...
57	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...	...
58	...	Kulase karapatnam-Tissian-villai Light.	22	...	...	...	...	...	...	...	...
5	(*j*)	Matheran Light ...	...	...	...	...	...	...	...	...	...
20	(*j*)	Pipar-Bilara Light ...	1	...	...	...	...	...	...	...	...
59	...	Tarikere-Narasimharajapura	...	...	...	...	...	...	...	...	...
1	(*i*)	Tumsar-Tirodi Light ...	...	...	...	...	...	...	...	...	...
		Tota ...	67	...	...	4	...	1	...	...	2
		Grand Total ...	4 576	792	499	562	2	260	39	18	556

(*a*) Includes figures for the Bangalore-Chick Ballapur Light Railway.

DIX 16—*contd.*

railway on the 31st March 1917.

VEHICLES—*concld.*

Brake-vans used exclusively on passenger service).	Brake-vans with		Brake-vans fitted with postal compartments.	Postal vans.	Composite, postal and other carriages.	Prison vans.	Carriage trucks.	Horse boxes.	Luggage vans.	Produce vendors' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscellaneous.	Total coaching vehicles.	Total number of axles of coaching vehicles in use on the line.	Number.
	Intermediate class.	Third class.															Main head.
61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	46	30
Included with the Kolar District Railway.						...	...	...	...	...	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27	54	32
3	2	1	...	...	...	...	...	...	...	...	...	...	...	...	48	102	33
...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	49	196	34
...	...	40	...	...	11	...	...	6	...	...	...	...	...	...	317	1,222	1
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	25	52	35
...	...	3	...	...	...	...	...	2	...	...	...	...	...	1	103	400	2
3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	44	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	44	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	16	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	28	39
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	8	26	40
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	9	34	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	20	5
...	3	...	...	...	...	...	...	...	...	...	...	...	...	1	55	110	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	64	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	24	44
2	...	...	6	...	...	...	...	...	...	...	...	...	...	...	103	264	8
...	3	1	...	...	...	...	...	...	...	...	...	2	...	...	21	48	45
6	...	...	...	3	11	...	...	...	6	...	...	...	1	6	102	360	8
...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	18	72	47
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	48
...	...	11	...	...	...	...	...	...	...	...	...	...	...	...	35	140	10
4	...	...	...	...	...	...	...	2	...	...	...	...	...	...	43	126	22
...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	11	36	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	28	49
3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	42	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	36	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	48	86	50
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	56	51
3	...	4	...	...	...	...	...	3	...	...	...	...	...	...	62	230	8
24	8	68	12	3	22	...	...	14	6	...	...	2	1	8	1,235	4,006	
...	...	2	...	...	1	...	...	...	5	2	...	5	...	3	126	342	52
...	...	14	...	...	...	...	9	...	...	...	...	...	1	1	87	252	53
13	2	...	...	...	...	...	...	...	...	...	...	...	...	...	118	260	54
1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	31	78	55
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	8	56
...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	34	94	57
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	90	58
...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	35	72	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	16	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	59
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	1
14	5	17	...	...	1	...	9	...	9	2	...	5	1	5	464	1,214	
1,225	165	1,290	36	20	52	18	412	991	523	28	20	66	30	585	23,711	68,111	

Rolling-stock under different heads on each

[In this state ment the few six-wheeled wagons in use on Indian railways

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	GOODS							
			Covered goods wagons, bogie.		Covered goods wagons, 4-wheeled.		High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
Main head.	Sub-head.		Ordinary.	Military.	Ordinary.	Military.				
79	80	81	82	83	84	85	86	87	88	89
		5′ 6″ gauge.								
1	(*a*)	Bengal-Nagpur	...	...	4,852	1,574	141	...	...	728
2	(*a*) to (*e*)	Bombay, Baroda and Central India	...	...	3,843	1,249	...	1,785	...	238
3	(*a*) & (*b*)	Eastern Bengal	...	...	3,892	1,920	...	52	...	...
4	...	East Indian	...	...	13,871	7,012	...	7,512	...	...
5	(*a*) to (*g*)	Great Indian Peninsula ...	513	...	6,889	4,484	121	3,694	...	...
6	(*a*) to (*c*)	Madras and Southern Mahratta	...	...	1,735	1,124	...	1,169	...	...
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	...	...	103	410	10	1,139	...	...
8	(*a*) to (*n*)	North Western	...	612	14,319	5,888	70	2,406	...	...
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	...	...	3,659	3,561	...	...	...	...
10	(*a*)	South Indian	...	...	555	356	...	440	...	...
...	...	Bombay Port Trust ...	...	...	152	...	...	...	...	250
...	...	Calcutta Port Commissioners'	...	...	1,184	...	...	180	1	...
		Total ...	513	612	55,054	27,578	342	18,377	1	1,216
		3′ 3⅜″ gauge.								
11	(*a*) & (b)	Assam-Bengal	100	...	2,865	...	56	106	...	...
12	...	Bengal and North-Western ...	196	...	5,549	1,992	...	...	...	...
13	...	Bengal Dooars	...	...	360	...	...	...	...	...
14	...	Bhavnagar State ...	...	...	82	76	...	12	...	...
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	475	...	3,120	2,231	...	116	...	152
15	...	Burma	476	72	4,192	36	16	60	...	310
17	...	Dibru-Sadiya	...	...	343	...	...	864	...	...
3	(*c*) to (*e*)	Eastern Bengal	1,366	...	2,228	426	2	...	...	...
18	...	Gondal-Porbandar State ...	...	...	92	36	...	9	...	...
19	...	Jamnagar	...	...	40	...	...	...	...	...
20	(*a*) to (*e*)	Jodhpur-Bikaner ...	5	...	1,643	50	...	...	...	...
21	...	Junagad State	...	...	52	...	...	4	...	...
6	(*d*) to (*m*)	Madras and Southern Mahratta	128	...	4,612	221	63	170	182	268
22	...	Morvi	...	...	29	...	15	62	...	...
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	...	...	440	240	2	251	...	...
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	...	1,458	247	...	...	...	...
10	(*b*) to (*j*)	South Indian	949	...	1,160	400	181	612	6	...
26	...	Udaipur-Chitorgarh ...	...	...	33	8	...	...	...	...
		Total ...	3,694	72	28,298	5,963	335	2,266	188	730

DIX 16—*contd.*

railway on the 31st March 1917.

have been included with four-wheeled wagons.]

VEHICLES.

Low-sided wagons, bogie.		Low-sided wagons, 4-wheeled.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	Bolster trucks.		Number.
Ordinary.	Military.	Ordinary.	Military.							Double	Single.	Main head.
90	91	92	93	94	95	96	97	98	99	100	101	102
...	...	178	18	6,721	30	23	...	6	112	116	118	1
...	195	26	...	761	...	23	...	14	...	...	...	2
...	...	452	417	...	1	16	...	5	8	45	50	3
...	...	2,756	1,525	643	25	36	193	31	200	...	...	4
...	...	25	...	586	...	63	14	34	234	...	44	5
...	...	...	229	...	1	20	4	13	123	...	...	6
...	...	...	...	...	...	3	...	...	10	...	10	7
...	242	383	1,680	...	...	...	12	80	520	...	...	8
...	...	...	257	180	...	9	...	8	160	...	...	9
...	...	...	...	..	...	3	...	13	212	...	...	10
...	...	127	...	...	..	..	...	...	...	...	6	...
...	...	277	...	...	...	2	64	...	4	2	20	...
...	437	4,224	4,126	8,891	57	198	287	204	1,583	163	248	
...	...	184	...	...	4	5	...	3	104	...	...	11
...	28	466	25	*150	...	...	2	1	292	...	...	12
...	...	48	...	...	7	1	...	..	32	...	...	13
11	...	241	...	...	3	...	...	2	10	...	...	14
226	701	48	682	314	...	19	...	35	47	...	...	2
95	...	...	339	38	410	15	...	9	117	213	150	15
...	...	70	...	...	...	...	...	1	72	...	...	17
...	...	468	288	...	...	11	171	2	185	...	...	3
7	...	183	...	...	2	...	...	1	9	...	...	18
...	...	40	...	...	...	...	...	...	...	...	...	19
186	...	159	...	...	36	...	...	4	...	...	...	20
2	...	137	...	...	2	...	...	2	3	...	...	21
...	...	63	160	350	...	17	47	13	125	30	...	6
2	...	...	...	...	2	1	...	1	...	...	...	22
...	...	...	...	...	...	3	...	...	20	...	6	7
...	...	170	...	...	...	7	...	2	76	...	...	25
27	...	...	...	30	...	...	...	9	99	...	...	10
...	...	10	...	...	...	...	...	...	...	...	...	26
556	729	2,287	1,494	882	466	79	220	85	1,191	243	156	

* These are 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

Classification No. of Railway (Detailed in "Index" to Appendix 1.		Railway.	GOODS							
			Covered goods wagons, bogie.		Covered goods wagons, 4-wheeled.		High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
Main head.	Sub-head.		Ordinary.	Military.	Ordinary.	Military.				
79	80	81	82	83	84	85	86	87	88	89
		2' 6" gauge.								
30	...	Arrah-Sasaram Light ...	...	...	27	...	...	...	...	...
31	...	Bangalore-Chik Ballapur Light.	...	...	...	...	In	cluded	with	the
32	...	Bankura-Damoodar River	...	...	45	...	...	...	...	...
33	...	Baraset-Basirhat Light ...	...	...	6	...	...	39	...	...
34	...	Barsi Light	132	...	...	...	7	...	...	...
1	(*b*), (*e*), (*e*), (*g*) & (*h*).	Bengal-Nagpur ...	236	415	20	...	...	..	433	...
35	(*a*)	Bengal Provincial ...	...	...	19	...	...	...	...	...
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	...	219	...	...	...	...	...
36	...	Bukhtiarpur-Bihar Light ...	...	...	14	...	4	28	...	...
37	...	Burdwan-Katwa ...	...	...	25	...	...	...	...	...
38	...	Champaner-Shivrajpur Light	5	...	...	...	6	...	6	1
39	...	Cutch State	5	...	...	...	...	15	...	...
40	...	Dehri-Rohtas Light ...	...	...	37	...	...	...	...	...
41	...	Dholpur-Bari	8	...	...	...	5	10	...	...
5	(*b*)	Dhond-Baramati ...	9	...	...	...	6	...	...	...
3	(*c*)	Eastern Bengal ...	...	...	60	...	...	...	...	...
5	(*i*)	Ellichpur-Yeotmal ...	70	...	...	...	16	...	...	...
44	...	Godhra-Lunavada ...	8	...	...	...	1	...	7	...
8	(*o*), (*q*) & (*r*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	49	...	129	...	23	39	...	...
45	...	Jessore-Jhenidah ...	...	...	26	...	...	4	...	...
8	(*p*)	Kalka-Simla	49	...	23	...	45	...	...	...
47	...	Kolar District (*a*) ...	10	...	6	...	3	4	...	...
48	...	Madaya Light ...	Information not available				3	...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	30	...	...	...	48	...	...	...
22	...	Morvi	9	...	5	...	9	...	...	...
1	(*d*)	Mourbhanj State ...	6	...	2	...	...	...	...	...
49	...	Nadiad-Kapadvanj ...	12	...	...	...	...	...	16	...
1	(*f*)	Parlakimedi Light ...	4	...	...	...	...	...	...	...
25	(*e*)	Powayan Light ...	1	...	57	...	...	...	...	..
50	..	Shahdara (Delhi)-Saharanpur Light.	...	...	168	...	...	...	...	...
51	...	Tezpore-Balipara Light ...	...	...	40	...	2	28	...	...
8	(*s*)	Trans Indus (Kalabagh-Bannu).	20	11	3	...	15	...	...	...
		Total ...	663	426	931	...	190	167	462	1
		2' 0" gauge.								
52	...	Darjeeling-Himalayan ...	57	...	204	...	18	3	...	...
53	...	Gwalior Light ...	14	...	178	...	16	71	...	..
54	...	Howrah-Amta Light ...	...	...	14	...	10	49	...	...
55	...	Howrah-Sheakhala Light ...	...	...	9	...	...	4	...	...
56	...	Jagadhri Light ...	...	...	1	...	...	...	...	...
57	...	Jorhat (Provincial) ..	55	...	...	...	23	...	...	...
58	...	Kulasekarapatnam—Tissian-villai Light.	...	...	...	...	...	...	...	20
5	(*j*)	Matheran Light ...	...	...	7	...	...	15	...	...
20	(*f*)	Pipar-Bilara Light ...	...	...	1	...	4	...	...	...
59	...	Tarikere-Narasimharajapura.	...	...	...	...	...	...	...	...
1	(*i*)	Tumsar-Tirodi Light ...	...	...	...	...	..	...	...	...
		Total ...	26	...	414	...	71	142	...	20
		Grand Total ...	4,996	1,110	84,697	33,541	938	20,952	651	1,967

(*a*) Includes figures for the Bangalore-Chik Ballapur Light Railway.

DIX 16—*contd.*

railway on the 31st March 1917.

have been included with four-wheeled wagons.]

VEHICLES.

Low-sided wagons, bogie.		Low-sided wagons, 4-wheeled.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	Bolster trucks.		Number.
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.	Main head.
90	91	92	93	94	95	96	97	98	99	100	101	102
...	...	20	...	...	...	...	...	...	...	...	...	30
Kolar District Railway		...	...	...	...	...	...	...	...	...	...	31
...	...	35	...	...	...	...	...	...	...	...	...	32
...	...	...	...	...	...	...	...	...	...	...	...	33
50	...	...	...	...	...	...	...	...	...	...	...	34
25	...	30	...	195	...	5	...	2	43	...	...	1
41	...	...	...	...	...	...	...	...	...	...	...	35
342	...	113	...	...	...	...	...	1	...	...	...	2
...	...	12	...	...	...	...	...	...	...	...	...	36
...	...	11	...	...	...	...	...	...	...	...	...	37
...	...	64	...	...	...	...	...	1	...	...	...	38
13	...	...	...	...	...	...	...	...	...	...	...	39
12	...	40	...	...	...	...	...	...	...	...	...	40
...	...	25	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	11	...	...	...	...	1	...	...	...	...	3
...	...	11	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	1	...	...	...	44
...	...	2	...	...	...	...	12	2	7	...	...	8
...	...	8	...	...	...	...	2	...	2	...	...	45
...	...	1	...	...	...	...	...	1	4	...	...	8
...	...	12	...	...	...	...	...	...	2	...	...	47
...	...	...	...	...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	...	...	...	...	10
28	...	...	...	...	...	...	...	...	...	...	...	22
10	...	1	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	1	...	...	...	49
12	...	2	...	...	...	...	...	...	...	...	...	1
...	...	3	...	...	...	...	...	...	2	...	...	25
...	...	36	...	...	...	...	...	...	2	...	...	50
...	...	7	...	...	...	...	...	...	5	...	...	51
...	...	30	...	...	...	...	5	...	6	...	...	8
533	...	463	...	195	...	5	20	9	73	...	...	
...	...	71	...	...	4	1	3	...	12	2	...	52
2	...	...	...	...	...	1	...	...	...	...	...	53
...	...	4	...	...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	...	...	...	...	55
...	...	6	...	...	...	...	...	...	...	...	...	56
11	...	...	...	12	...	...	4	...	1	...	...	57
...	...	...	...	...	...	...	...	...	...	...	...	58
...	...	...	...	...	...	...	...	...	...	...	...	5
1	...	2	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	12	...	12	...	...	59
...	...	400	...	...	...	...	...	...	...	...	...	1
14	...	483	...	12	4	2	19	...	25	2	...	
1,103	1,166	7,457	5,620	9,980	527	284	546	298	2,872	408	404	

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	GOODS VEHICLES—*concld.*							
Main head.	Sub-head.		Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Travelling oil tanks.	Travelling water tanks.	Travelling gas-holders.	Travelling cranes.	Miscellaneous.	Total goods vehicles.
103	104	105	106	107	108	109	110	111	112	113
		5' 6" gauge.								
1	(*a*)	Bengal-Nagpur	75	305	67	...	16	24	184	15,288
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	683	217	26	30	11	17	263	9,381
3	(*a*) & (*b*)	Eastern Bengal	133	137	30	10	4	10	100	7,282
4	...	East Indian	589	959	85	1	10	34	62	35,544
5	(*a*) to (*g*)	Great Indian Peninsula ...	487	859	66	11	21	82	12	18,239
6	(*a*) to (*c*)	Madras and Southern Mahratta	95	210	38	11	12	16	24	4,824
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	93	39	...	9	1	2	12	1,841
8	(*a*) to (*n*)	North Western ...	360	475	111	100	31	67	15	27,371
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	110	60	14	1	10	22	18	8,069
10	(*a*)	South Indian	55	70	7	...	6	4	12	1,733
...	...	Bombay Port Trust ...	...	1	1	...	...	...	13	550
...	...	Calcutta Port Commissioners'	6	1	...	...	...	4	...	1,745
		Total ...	2,686	3,333	445	173	122	282	715	131,867
		3' 3⅜" gauge.								
11	(*a*) & (*b*)	Assam-Bengal	170	12	3	...	10	17	40	3,679
12	...	Bengal and North-Western ...	...	281	7	...	...	21	9	9,019
13	...	Bengal Dooars	...	16	...	...	...	3	...	467
14	...	Bhavnagar State ...	40	8	1	1	...	1	6	494
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	372	259	24	...	...	18	37	8,906
15	...	Burma	947	169	2	24	...	36	81	7,807
17	...	Dibru-Sadiya	...	21	6	...	...	2	...	1,379
3	(*c*) to (*e*)	Eastern Bengal	150	150	10	...	7	16	120	5,599
18	...	Gondal-Porbandar State ...	25	8	1	...	...	1	54	428
19	...	Jamnagar	...	...	...	...	...	...	...	80
20	(*a*) to (*e*)	Jodhpur-Bikaner ...	...	66	6	41	...	...	...	2,196
21	...	Junagad State	7	3	...	...	...	...	1	213
6	(*d*) to (*m*)	Madras and Southern Mahratta	50	82	31	49	36	22	28	6,747
22	...	Morvi	...	2	...	...	...	...	...	114
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	109	28	1	1	1	3	10	1,115
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	50	...	...	...	11	11	2,032
10	(*b*) to (*f*)	South Indian	606	149	38	29	...	11	3	4,309
26	...	Udaipur-Chitorgarh ...	...	4	...	...	...	...	...	55
		Total ...	2,476	1,338	130	145	54	162	400	54,039

DIX 16—*contd.*

railway on the 31st March 1917.

MOTOR CARS.							LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.				NUMBER.
RAIL MOTORS.			ROAD MOTORS.								
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's for passengers or goods).	Motor Vans (for parcels and goods).	Total.	Intermediate class.	Third class.	Composites containing Intermediate or third class accommodation.	Total.	Main head.
114	115	116	117	118	119	120	121	122	123	124	125
...	...	3	1	...	...	4	50	311	105	466	1
...	...	2	2	...	5	9	...	356	64	420	2
...	...	5	1	...	3	9	15	145	84	244	3
...	5	21	1	...	...	27	83	443	317	843	4
...	1	5	1	...	7	14	...	545	221	766	5
...	2	2	1	...	...	5	4	321	105	430	6
...	...	...	...	...	...	...	...	44	15	59	7
...	1	6	3	...	5	15	111	1,211	449	1,771	8
...	...	5	...	...	2	7	35	384	171	590	9
...	...	...	...	...	...	...	...	107	49	156	10
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	9	49	10	...	22	90	298	3,867	1,580	5,745	
...	...	2	...	...	...	2	...	100	165	265	11
...	...	...	...	...	...	...	32	227	87	346	12
...	...	...	...	...	...	...	...	4	7	11	13
1	...	2	...	...	...	3	...	52	...	52	14
...	...	...	...	...	...	...	27	590	176	793	2
*3	...	5	1	...	1	10	...	383	135	518	15
...	...	...	...	...	...	...	...	12	...	12	17
...	...	2	...	...	...	2	46	363	106	515	3
...	...	1	...	...	...	1	...	36	3	39	18
...	...	1	1	...	...	2	...	7	1	8	19
...	...	1	...	...	...	1	19	135	36	190	20
...	...	1	...	...	...	1	...	20	...	20	21
...	...	...	...	...	...	...	...	405	229	724	6
...	...	...	...	...	...	...	...	38	3	41	22
...	...	..	...	...	...	...	...	69	18	87	7
...	...	...	4	...	1	5	...	54	30	84	25
...	2	1	...	...	...	3	...	449	56	505	10
...	...	1	...	...	...	1	...	13	3	26	26
4	2	17	6	...	2	31	124	3,057	1,055	4,236	

*There are four engines and three trailers

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	GOODS VEHICLES—*concld.*							
Main head.	Sub-head.		Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Travelling oil tanks.	Travelling water tanks.	Travelling gas holders.	Travelling cranes.	Miscellaneous.	Total goods vehicles.
103	104	105	106	107	108	109	110	111	112	113
		2' 6" gauge.								
30	...	Arrah-Sasaram Light ...	...	4	...	...	...	...	...	51
31	...	Bangalore-Chik Ballapur Light	Included	with the K	olar Dist	rict Rail	way.	...	...	...
32	...	Bankura-Damoodar River ...	...	6	...	...	...	...	2	74
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	45
34	...	Barsi Light	...	...	...	6	...	1	2	198
1	(*b*), (*c*), (*e*) (*g*) & (*h*).	Bengal-Nagpur	...	35	6	...	4	5	3	1,457
35	(*a*)	Bengal Provincial ...	...	3	...	...	...	...	...	63
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	25	...	...	...	...	2	702
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...	...	58
37	...	Burdwan-Katwa... ...	...	4	...	...	...	...	...	40
38	...	Champaner-Shivrajpur Light	...	4	...	...	...	...	...	87
39	...	Cutch State	...	...	...	...	...	...	...	33
40	...	Debri-Rohtas Light ...	...	...	...	...	...	...	...	89
41	...	Dholpur-Bari	...	2	...	...	...	...	...	50
5	(*k*)	Dhond-Baramati ...	...	...	...	...	...	...	...	15
3	(*c*)	Eastern Bengal	...	1	...	2	...	...	...	75
5	(*i*)	Ellichpur-Yeotmal ...	20	1	...	...	...	...	...	107
44	...	Godhra-Lunavada ...	...	2	...	...	...	...	...	19
8	(*o*), (*q*) & (*r*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	18	...	...	...	...	112	393
45	...	Jessore-Jhenidah ...	...	1	...	...	...	...	...	43
8	(*p*)	Kalka-Simla	...	18	...	...	...	1	1	143
47	...	Kolar District (*a*) ...	...	2	...	...	...	...	...	39
48	...	Madaya Light	Information not available.			...	...	...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur Krishnagiri.	...	...	...	...	...	...	...	78
22	...	Morvi	...	...	...	1	...	...	...	52
1	(*d*)	Mourbhanj State ...	...	...	...	...	...	...	1	20
49	...	Nadiad-Kapadvanj ...	...	2	...	...	...	...	...	31
1	(*f*)	Parlakimedi Light ...	...	...	...	...	...	...	...	18
25	(*c*)	Powayan Light	...	...	...	...	...	...	8	71
50	...	Shahdara (Delhi)-Saharanpur Light.	...	3	...	...	...	...	...	209
51	...	Tezpore-Balipara Light ...	...	3	...	...	...	...	...	85
8	(*s*)	Trans Indus (Kalabagh-Bannu)	...	6	...	14	...	...	...	110
		Total ...	20	140	6	28	4	7	131	4,469
		2' 0" gauge.								
52	...	Darjeeling-Himalayan ...	...	...	...	...	...	...	...	375
53	..	Gwalior Light	21	...	...	...	...	...	...	303
54	...	Howrah-Amta Light ...	...	...	...	...	...	...	...	77
55	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	13
56	...	Jagadhri Light	...	1	...	...	...	...	...	8
57	...	Jorhat (Provincial) ...	...	...	...	..	...	1	6	113
58	...	Kulasekarapatnam-Tissi-anvillai Light.	...	...	...	...	...	...	...	20
5	(*j*)	Matheran Light	...	...	...	2	...	1	...	25
20	(*f*)	Pipar-Bilara Light ...	...	1	...	1	...	...	...	10
59	...	Tarikere-Narasimharajapura ..	...	...	...	...	...	...	...	24
1	(*i*)	Tumsar-Tirodi Light ...	...	...	...	...	...	...	...	400
		Total ...	21	2	..	3	...	2	6	1,368
		GRAND TOTAL ...	5,203	4,813	581	344	180	453	1,252	192,343

(*a*) Includes figures for the Bangalore-Chick Ballapur Light Railway.

DIX 16—*concld.*

railway on the 31st March 1917.

MOTOR CARS.							LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.				NUMBER.
RAIL MOTORS.			ROAD MOTORS.			Total.	Intermediate class.	Third class.	Composites containing Intermediate or third class accommodation.	Total.	Main head.
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's, for passengers or goods).	Motor Vans (for parcels and goods).						
114	115	116	117	118	119	120	121	122	123	124	125
...	...	...	...	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	...	...	...	31
...	...	1	...	...	...	1	...	...	...	...	32
...	...	...	...	...	...	...	...	...	...	...	33
...	...	1	2	...	...	3	...	...	...	...	34
...	...	1	...	...	...	1	3	138	31	172	1
...	...	...	...	...	...	...	...	...	...	...	35
...	...	1	...	...	...	1	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	36
...	...	1	...	...	...	1	...	...	...	...	37
...	...	...	...	...	...	...	...	2	2	4	38
...	...	1	...	...	...	1	...	3	1	4	39
...	...	...	...	...	...	...	...	...	...	...	40
...	...	1	...	...	...	1	...	5	2	7	41
...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	3
...	...	1	...	...	...	1	...	...	...	...	5
...	...	...	...	...	...	...	...	4	2	6	44
...	1	...	...	...	...	1	4	...	...	4	8
...	...	...	...	...	...	...	...	...	...	...	45
...	...	3	1	...	...	4	...	23	17	40	8
...	...	...	...	...	...	...	...	...	...	...	47
...	...	...	...	...	...	...	...	...	...	...	48
...	...	1	...	...	...	1	...	8	10	18	10
...	...	...	...	...	...	...	...	6	4	10	22
...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	5	2	7	49
...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	25
...	...	1	...	...	...	1	...	...	3	3	50
...	1	...	...	...	...	1	...	...	...	...	51
...	...	...	...	...	...	...	...	29	18	47	8
...	5	11	2	...	...	18	7	223	92	322	
..	...	1	..	...	...	1	...	8	...	8	52
2	1	2	...	...	...	5	...	5	...	5	53
...	...	...	...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	...	...	...	57
...	...	3	...	...	...	3	...	...	...	...	58
...	1	...	..	...	...	1	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	59
...	...	...	...	...	...	...	...	...	...	...	1
2	2	6	...	...	...	10	...	13	...	13	
6	18	83	18	...	24	149	429	7,160	2,727	10,316	

APPEN

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway.	Engines.								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed on mixed working or on both passenger working and goods working.		
Main head.	Sub-head.		Number at close of 1915-16.	Number added in 1916-17.	Number at close of 1916-17.	Number at close of 1915-16.	Number added in 1916-17.	Number at close of 1916-17.	Number at close of 1915-16.	Number added in 1916-17.	Number at close of 1916-17.
1	2	3	4	5	6	7	8	9	10	11	12
		5' 6" gauge.									
1	(*a*)	Bengal-Nagpur	94	—2	92	...	...	...	406	10	416
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	145	...	145	...	...	...	214	...	214
3	(*a*) & (*b*)	Eastern Bengal	114	—10	104	80	20	100	113	5	118
4	...	East Indian	218	2	220	876	—6	870	165	2	167
5	(*a*) to (*g*)	Great Indian Peninsula ...	352	—16	336	652	...	652	188	19	207
6	(*a*) to (*e*)	Madras and Southern Mahratta	71	...	71	...	...	...	185	...	185
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	2	8	10	21	...	21	50	...	50
8	(*a*) to (*n*)	North Western	361	...	361	939	...	939	80	...	80
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	99	...	99	...	...	...	182	...	182
10	(*a*)	South Indian	33	...	33	...	...	...	100	...	100
		Total ...	1,489	—18	1,471	2,568	14	2,582	1,683	36	1,719
		3' 3⅜" gauge.									
11	(*a*) & (*b*)	Assam-Bengal	5	...	5	...	...	...	108	6	114
12	...	Bengal and North-Western ...	54	...	54	...	...	...	264	—4	260
13	...	Bengal Dooars	...	...	...	...	...	...	16	...	16
14	...	Bhavnagar State	...	...	...	...	...	...	22	1	23
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	219	...	219	...	...	...	*353	—13	340
15	...	Burma	12	...	12	...	...	...	323	—8	315
17	...	Dibru-Sadiya	...	...	...	...	...	...	26	...	26
3	(*c*) to (*e*)	Eastern Bengal	94	—10	84	80	—2	78	86	3	89
18	...	Gondal-Porbandar State ...	...	...	...	...	...	...	17	—1	16
19	...	Jamnagar	...	...	...	...	...	...	4	...	4
20	(*a*) to (*e*)	Jodhpur-Bikaner	...	...	...	...	...	...	107	—2	105
21	...	Junagad State	...	...	...	...	...	...	13	...	13
6	(*d*) to (*m*)	Madras and Southern Mahratta	42	...	42	27	...	27	237	...	237
22	...	Morvi	5	—1	4	2	...	2	5	...	5
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	17	3	20	15	—2	13	38	1	39
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	7	...	7	2	...	2	56	—2	54
10	(*b*) to (*j*)	South Indian	35	...	35	...	...	...	287	...	287
26	...	Udaipur-Chitorgarh ...	...	...	...	...	...	...	4	...	4
		Total ...	490	—8	482	126	—4	122	1,966	—19	1,947

*Revised figures.

DIX 17.

during the financial year 1916-17 (except where otherwise stated).

ENGINES.										NUMBER.
Total No. of locomotives on the 31st March 1917.	Number of all classes per mile of line open on 31st March 1917, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.				Average mileage run by each *per diem*.				
		Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Main head.
13	14	15	16	17	18	19	20	21	22	23
508	0·27	32,873	...	22,750	24,587	90	...	62	67	1
359	0·29	31,051	...	19,755	24,317	5	...	54	67	2
322	0·52	26,033	15,261	18,989	20,106	71	42	52	55	3
1,257	0·45	35,076	27,840	29,811	29,369	96	76	82	80	4
1,195	0·38	29,851	22,816	15,181	23,472	82	62	41	64	5
256	0·24	34,791	...	23,054	26,275	95	...	63	72	6
81	0·23	35,301	15,707	21,757	21,756	97	43	60	60	7
1,380	0·27	25,610	7,573	43,629	18,846	70	21	120	52	8
281	0·17	31,694	...	19,289	23,660	87	...	53	65	9
133	0·30	24,285	...	13,432	18,221	66	...	37	50	10
5,772	...	...	...	...	...	...	...	...	...	
119	0·14	29,021	...	22,059	22,375	79	...	66	61	11
314	0·15	22,311	...	24,776	24,353	61	...	68	67	12
16	0·10	...	...	...	...	...	...	...	...	13
23	0·09	...	...	23,806	23,806	...	...	65	65	14
559	*0·21	25,673	...	*17,928	*21,397	70	...	*49	*59	2
327	0·20	25,497	...	20,644	20,827	70	...	56	57	15
26	0·28	...	...	21,664	21,664	...	...	59	59	17
251	0·22	25,569	19,044	19,075	21,239	70	52	52	58	3
16	0·07	...	...	33,471	33,471		...	92	92	18
4	0·07	...	...	23,700	23,700	...	...	65	65	19
105	0·08	...	...	27,592	27,592	...	...	75	75	20
13	0·11	...	...	19,192	19,192	...	...	52	52	21
306	0·15	42,768	21,243	24,266	26,593	117	58	66	73	6
11	0·15	15,339	3,838	21,637	16,710	42	11	59	46	22
72	0·14	35,439	14,429	11,276	19,110	97	39	31	52	7
63	0·11	...	...	21,710	21,710	..	...	59	59	25
322	0·26	65,450	...	15,989	24,312	179	...	44	67	10
4	0·06	...	...	28,947	28,947	..	...	79	79	26
2,551	...	...	...	..	...	...	...	...	...	

* The calculations have been arrived at without taking into account 70 auxiliary water tanks used for locomotive purposes only.

APPEN

Number of, outlay on, and work done by, rolling-stock.

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway.	Engines.								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed on mixed working or on both passenger working and goods working.		
Main-head.	Sub-head.		Number at close of 1915-16.	Number added in 1916-17.	Number at close of 1916-17.	Number at close of 1915-16.	Number added in 1916-17.	Number at close of 1916-17.	Number at close of 1915-16.	Number added in 1916-17.	Number at close of 1916-17.
1	2	3	4	5	6	7	8	9	10	11	12
		2' 6" gauge.									
30	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	5	...	5
31	...	Bangalore-Chik Ballapur Light	...	...	Included	with the Kolar		District	railway		
32	...	Bankura-Damodar River ...	..	..	...	...	...	...	...	6	6
33	...	Baraset-Basirhat Light ...	...	...	...	..	...	...	7	...	7
34	...	Barsi Light	...	...	...	...	...	...	17	...	17
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	...	...	...	...	...	...	106	4	110
35	(*a*)	Bengal Provincial	...	...	...	...	...	...	6	...	6
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	...	...	...	...	...	29	..	29
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	.	...	4	...	4
37	...	Burdwan-Katwa	...	...	...	...	...	...	4	...	4
38	...	Champaner-Shivrajpur Light ...	...	...	...	...	...	...	4	...	4
39	...	Cutch State	...	...	...	...	...	...	5	...	5
40	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	3	...	3
41	...	Dholpur-Bari	...	...	...	...	...	...	4	...	4
5	(*h*)	Dhond-Baramati	...	...	...	...	...	...	2	...	2
3	(*c*)	Eastern Bengal	..	...	...	...	...	...	5	1	6
5	(*i*)	Ellichpur-Yeotmal ...	...	...	...	...	...	...	7	1	8
44	...	Godhra-Lunavada	...	...	...	...	...	...	2	...	2
8	(*o*), (*q*) & (*r*).	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	...	...	...	.	30	—4	26
45	...	Jessore-Jhenidah	...	...	...	...	..	...	5	..	5
8	(*p*)	Kalka-Simla	...	...	...	...	...	...	24	—2	22
47	...	Kolar District (*a*)	...	...	...	...	...	...	5	...	5
48	...	Madaya Light	...	Information not available					...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	...	...	...	...	...	...	9	...	9
22	...	Morvi	3	...	3	1	...	1	1	...	1
1	(*d*)	Mourbhanj State	...	...	...	...	...	...	3	...	3
49	...	Nadiad-Kapadvanj... ...	...	...	...	...	...	...	3	...	3
1	(*f*)	Parlakimedi Light	...	...	...	...	...	...	3	...	3
25	(*c*)	Powayan Light	...	...	...	...	...	...	5	...	5
50	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	8	...	8
51	...	Tezpore Balipara Light ...	...	...	...	...	...	...	3	...	3
8	(*s*)	Trans Indus (Kalabagh-Bannu)	...	...	...	...	...	.	17	—1	16
		Total ...	3	...	3	1	...	1	326	5	331
		2' 0" gauge.									
52	...	Darjeeling-Himalayan ...	..	...	...	...	...	...	23	..	22
53	...	Gwalior Light	...	...	...	...	...	...	26	—4	22
54	...	Howrah-Amta Light ...	...	...	..	...	...	..	17	...	17
55	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	4	...	4
56	...	Jagadhri Light	...	...	...	...	...	...	2	...	2
57	...	Jorhat (Provincial) ...	...	...	...	...	...	...	8	...	8
58	...	Kulasekarapatnam-Tissianvillai Light.	...	...	...	...	...	..	4	1	5
5	(*j*)	Matheran Light	...	...	..	...	...	..	5	..	5
20	(*f*)	Pipar-Bilara Light ...	...	...	...	...	...	.	2	...	2
59	...	Tarikere-Narasimharajapura ...	...	...	...	...	...	...	2	...	2
1	(*t*)	Tumsar-Tirodi Light ...	...	...	...	...	..	.	...	13	13
		Total ...	...	...	...	...	..	...	92	10	102
		Grand total ...	1,982	—26	1,956	2,695	10	2,705	4,067	32	4,099

(*a*) Includes figures for the Bangalore-Chik Ballapur Light railway.

DIX 17—*contd.*

during the financial year 1916-17 (except where otherwise stated).

ENGINES.										NUMBER.
Total No. of locomotives on the 31st March 1917.	Number of all classes per mile of line open on 31st March 1917, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.				Average mileage run by each *per diem*.				
		Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Main head.
13	14	15	16	17	18	19	20	21	22	23
5	0·08	...	...	19,740	19,740	...	...	54	54	30
...	...	Included with the Kolar District railway.				...	...	...	...	31
6	0 14	...	...	4,795	4,795	...	...	40	40	32
7	0·13	...	...	20,777	20,777	...	...	57	57	33
17	0 14	...	...	14,000	14,000	...	...	38	38	34
110	0·14	...	...	14,412	14,412	...	...	39	39	1
6	0·18	...	...	19,792	19,792	...	...	54	54	35
29	0·10	...	...	14,562	14,562	...	...	40	40	2
4	0·12	...	...	9,845	9,845	...	...	27	27	36
4	0·12	...	...	24,655	24,655	...	...	67	67	37
4	0·12	...	...	7,812	7,812	...	...	21	21	38
5	0·13	...	...	7,172	7,172	...	...	19	19	39
3	0·13	...	...	11,664	11,664	...	...	32	32	40
4	0 11	...	...	10,574	10,574	...	...	29	29	41
2	0·07	...	...	22,575	22,575	...	...	62	62	5
6	0·17	...	...	17,416	17,416	...	...	48	48	3
8	0·06	...	...	22,799	22,799	...	...	62	62	5
2	0·08	...	...	11,068	11,068	...	...	30	30	44
26	0·15	...	...	14,706	14,706	...	...	40	40	8
5	0·14	...	...	24,700	24,700	...	...	67	67	45
22	0·37	...	...	17,258	17,258	...	...	47	47	8
5	0·05	...	...	15,601	15,601	...	...	43	43	47
...	...	...	...	Information not available			...	...	...	48
9	0·09	..	...	19,604	19,604	...	...	54	54	10
5	0·27	3,808	112	23,996	8,115	10	...	66	22	22
3	0·09	...	...	11,026	11,026	...	...	30	30	1
3	0·11	...	...	16,024	16,024	...	...	44	44	49
3	0·12	...	...	12,836	12,836	...	...	35	35	1
5	0·13	...	...	12,888	12,888	...	...	35	35	2
8	0·08	...	...	20,075	20,075	...	...	55	55	50
3	0·15	...	...	12,322	12,322	...	...	34	34	51
16	0·12	...	...	12,752	12,752	...	...	35	35	8
335	...	...	...	...	...	...	...	...	...	
22	0·15	...	...	25,510	25,510	...	...	70	70	52
22	0·08	...	...	10,992	10,992	...	..	30	30	5
17	0·39	...	...	12,859	12,859	...	...	35	35	54
4	0·18	...	...	21,544	21,544	...	...	59	59	55
2	0·60	...	...	6,951	6,951	...	...	19	19	56
8	0·25	...	...	6,551	6,551	...	...	18	18	57
5	0·28	...	...	4,672	4,672	...	...	13	13	58
5	0·39	..	...	2,963	2,963	...	...	8	8	5
2	0·08	...	...	12,923	12,923	...	...	35	35	20
2	0·17	...	...	...	...	...	...	...	..	51
13	...	...	..	...	...	..	...	...	.	1
102	...	...	...	...	...	...	...	...	...	
8,760	...	...	...	...	...	...	...	...	.	

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway.	Engines—*concld.*					Coaching		
Main head.	Sub-head.		Ton-mileage hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees on 31st March 1917.	Total value per mile of line open on 31st March 1917, excluding 2nd, 3rd, etc., tracks	Number at close of 1915-16.	Number added in 1916-17.	Number at close of 1916-17.
24	25	26	27	28	29	30	31	32	33	34
		5' 6" gauge.								
1	(a)	Bengal-Nagpur	10,926	75	14·84	3,02,30	16,007	1,118	—14	1,104
2	a' to (c)	Bombay, Baroda and Central India	10,103	40	11·28	1,69,77	13,922	904	—1	903
3	(a) & (b)	Eastern Bengal	6,374	71	22·22	1,51,84	24,649	789	32	821
4		East Indian	13,348	106	8·43	5,83,60	20,793	2,310	4	2,314
5	(a) to (g)	Great Indian Peninsula ...	9,657	234	19·58	5,86,59	18,867	2,113	57	2,170
6	(a) to (c)	Madras and Southern Mahratta	10,580	54	21·29	1,15,37	10,693	732	28	760
7	(a) & (b)	Nizam's Guaranteed State ...	7,010	11	14·30	36,24	10,209	187	—13	174
8	(a) to (n)	North Western	7,580	229	16·59	6,91,47	13,529	3,136	74	3,210
9	(a) & (b)	Oudh and Rohilkhand ...	8,893	40	14·22	1,37,07	8,450	1,084	8	1,092
10	(a)	South Indian	5,762	32	24·06	57,03	12,790	361	—13	348
		Total ..	...	...	...	...	...	12,734	162	12,896
		3' 3⅜" gauge.								
11	(a) & (b)	Assam-Bengal	4,472	7	6·14	40,49	4,788	424	28	452
12	..	Bengal and North-Western ...	5,015	33	10·56	92,01	4,821	1,137	...	1,137
13	...	Bengal Dooars	...	3	17·06	5,10	3,334	51	3	54
14	...	Bhavnagar State	3,824	1	6·39	7,84	3,147	121	...	121
2	(f) to (l)	Bombay, Baroda and Central India.	‡5,070	66	13·60	1,04,88	4,606	1,610	—37	1,573
15	...	Burma	4,854	21	6·42	1,24,89	7,813	1,035	84	1,119
17	.	Dibru-Sadiya	...	6	23·08	...	...	80	...	80
3	(c) to (e)	Eastern Bengal	4,382	57	22·62	*82,22	*7,124	860	19	879
18	...	Gondal-Porbandar State ...	5,225	3	19·75	4,54	1,962	90	11	101
19	..	Jamnagar	3,188	...	...	1,36	2,506	30	...	30
20	(a) to (e)	Jodhpur-Bikaner	6,190	18	17·66	36,84	2,769	268	9	277
21	.	Junagad State	2,765	1	12·15	2,60	2,149	59	6	65
6	(a) to (m)	Madras and Southern Mahratta	5,240	56	18 46	†80,96	†3,971	1,275	—26	1,249
22	..	Morvi	...	...	...	3,79	5,129	68	1	69
7	(c) to (e)	Nizam's Guaranteed State ...	3,493	5	7·60	25,95	5,084	177	2	179
25	(a) & (b)	Rohilkund and Kumaon ...	4,232	9	14·29	21,93	3,840	247	3	250
10	(a) to (j)	South Indian	5,093	47	14·60	85,95	6,914	1,464	—17	1,447
26	..	Udaipur-Chitorgarh ...	4,724	...	...	1,29	1,917	31	3	34
		Total ...	...	...	...	..	...	9,027	89	9,11

* Includes the outlay on the 2' 6" gauge section.
† Excludes the outlay by the West of India Portuguese railway.
‡ The calculation has been arrived at without taking into account 70 auxiliary water tanks used for locomotive purposes only.

DIX 17—*contd.*

during the financial year 1916-17 (except where otherwise stated).

Stock.												Number.
Number per mile of line open on 31st March 1917, excluding 2nd, 3rd, etc., tracks.						Average mileage run by each *per annum*.						
1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	Main head.
35	36	37	38	39	40	41	42	43	44	45	46	47
0·06	0·03	0·04	0·33	0·12	0·58	56,202	69,414	88,847	46,639	40,529	49,869	1
0·07	0·07	...	0·42	0·13	0·69	...	...	...	...	...	46,296	2
0·14	0·09	0·18	0·63	0·29	1·33	43,995	62,818	64,533	59,199	50,844	56,737	3
0·08	0·05	0·06	0·39	0·22	0·80	84,053	107,842	139,282	99,511	58,313	92,890	4
0·08	0·08	...	0·33	0·19	0·68	...	...	...	..	...	50,349	5
0·07	0·07	0·01	0·40	0·15	0·70	...	...	...	...	...	44,967	6
...	...	...	...	...	0·49	...	...	...	...	...	...	7
0·06	0·04	0·04	0·29	0·19	0·62	51,758	67,801	74,815	72,041	44,201	61,689	8
0·08	0·05	0·05	0·29	0·20	0·67	...	...	...	...	...	46,686	9
0·06	0·06	...	0·37	0·11	0·60	26,058	28,242	...	30,347	28,682	29,451	10
...	...	...	...	...	...	...	...	...	...	...	...	
0·07	0·05	0·05	0·21	0·16	0·54	23,603	27,629	25,052	36,724	23,483	30,290	11
0·04	0·03	0·03	0·40	0·02	0·52	67,103	85,612	92,959	71,590	21,817	71,297	12
...	...	...	...	...	0 35	...	...	...	...	...	...	13
0·06	0·06	...	0·27	0·10	0·49	...	...	...	...	...	43,865	14
0·07	0·04	0·02	0·47	0·09	0·69	...	...	...	...	...	39,833	2
0·06	0·06	...	0·45	0·13	0·70	32,671	37,823	...	32,694	22,363	28,745	15
...	...	...	...	...	0·93	...	...	...	...	...	...	17
0·11	0·04	0·09	0·37	0·18	0·79	...	...	...	...	...	...	3
0·06	0·09	...	0·22	0·08	0·45	21,579	20,908	...	45,964	40,394	36,871	18
...	...	...	...	...	0·60	10,931	43,031	...	23,523	17,582	20,467	19
0·03	0·02	0·02	0·11	0·03	0·21	...	...	...	...	...	72,883	20
...	...	...	...	...	0·54	...	...	...	...	...	...	21
0·05	0·03	...	0·36	0·15	0·59	...	...	...	...	...	35,524	6
0·18	0·05	...	0·55	0·15	0·93	...	...	...	...	...	...	22
0·07	0·05	...	0·19	0 10	0·41	22,716	57,946	...	84,918	31,767	57,560	7
0·05	0·03	0·02	0·29	0·05	0·44	27,925	44,994	40,265	49,071	55,318	46,646	25
0·11	0·08	...	0·78	0·19	1·16	21,576	30,340	...	30,791	26,414	29,331	10
...	...	...	...	...	0·19	...	...	...	...	...	...	26
...	...	...	...	...	...	...	...	...	...	...	...	

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway.	Engines—*concld.*					Coaching		
Main head.	Sub-head.		Ton-mileage hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees, on 31st March 1917.	Total value per mile of line open on 31st March 1917, excluding 2nd, 3rd, etc., tracks.	Number at close of 1915-16.	Number added in 1916-17.	Number at close of 1916-17.
24	25	26	27	28	29	30	31	32	33	34
		2′ 6″ gauge.								
30	...	Arrah-Sasaram Light ...	...	...	...	1,27	2,091	23	...	23
31	...	Bangalore-Chik Ballapur Light	Included	with the	Kolar Dist	rict railw	ay.	...	...	...
32	...	Bankura-Damoodar River ...	...	...	...	...	...	...	27	27
33	...	Baraset-Basirhat Light ...	...	...	...	1,67	3,194	*48	...	48
34	...	Barsi Light	...	3	17·65	6,01	5,138	49		49
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	2,349	15	13·67	45,16	5,781	289	28	317
35	(*a*)	Bengal Provincial	...	1	16·66	1,04	3,118	25	...	25
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	2	5·17	3,89	1,351	103	...	103
6	...	Bukhtiarpur-Bihar Light ...	...	...	...	99	3,007	*22		22
17	...	Burdwan-Katwa	...	...	...	...	...	34	—12	22
8	...	Champaner-Shivrajpur Light ...	1,071	...	...	85	2,616	4	...	4
39	...	Cutch State	...	...	...	79	2,145	7	...	7
40	...	Dehri-Rohtas Light ...	...	1	33·33	41	1,742	8	...	8
41	...	Dholpur Bari	...	1	25·00	80	2,189	9	...	9
5	(*h*)	Dhond-Baramati	...	...	...	71	2,612	5	...	5
3	(*c*)	Eastern Bengal	...	...	...	...	...	55	...	55
5	(*i*)	Ellichpur-Yeotmal	...	...	...	2,11	1,515	16	...	16
44	...	Godhra-Lunavada ...	1,094	...	...	47	1,865	6	...	6
8	(*o*), (*q*) & (*r*).	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	5	17·85	6,26	3,497	102	1	103
45	...	Jessore-Jhenidah	...	...	...	...	...	18	3	21
8	(*p*)	Kalka-Simla	1,101	5	21·09	6,96	11,622	106	—4	102
47	...	Kolar District (*a*)	1,171	1	20·00	1,03	1,041	13	5	13
48	...	Madaya Light	...	Information not available				...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	2,108	2	22·22	3,02	3,061	35	...	35
22	...	Morvi	...	...	...	96	5,069	43	...	43
1	(*d*)	Mourbhanj State	841	...	...	69	2,135	11	...	11
49	...	Nadiad-Kapadvanj ...	1,817	...	...	71	2,548	7	...	7
1	(*f*)	Parlakimedi Light ...	1,047	...	...	1,01	4,115	*12	...	12
25	(*c*)	Powayan Light ..	...	...	...	1,02	2,592	18	...	18
50	...	Shahdara (Delhi)-Saharanpur Light.	...	1	12·50	2,76	2 984	43	...	43
51	...	Tezpore-Balipara Light ...	...	1	33·33	84	4,217	14	...	14
8	(*s*)	Trans Indus (Kalabagh-Bannu)	1,430	2	14·31	7,02	5,183	50	12	62
		Total ...	...	...	...	...	...	*1,175	60	1,235
		2′ 0″ gauge.								
52	...	Darjeeling-Himalayan ...	...	4	18·18	5,09	3,478	120	6	126
53	...	Gwalior Light	...	5	22·73	7,57	3,028	87	...	87
54	...	Howrah-Amta Light ...	...	...	...	3,45	7,871	*119	—1	118
55	...	Howrah-Sheakhala Light ...	...	...	...	65	3,281	*33	—2	31
56	...	Jagadhri Light	...	...	...	20	6,038	4		4
57	...	Jorhat (Provincial)	...	2	25·00	...	...	34	...	34
58	...	Kulasekarapatnam-Tissianvillai Light.	...	2	40·00	47	2,600	23	...	23
5	(*j*)	Matheran Light ...	...	...	...	1,41	11,186	35	...	35
20	(*f*)	Pipar-Bilara Light	381	...	...	19	759	5	...	5
59	...	Tarikere-Narasimharajapura ...	...	...	...	...	...	...	...	...
1	(*i*)	Tumsar-Tirodi Light ...	...	...	...	...	...	...	1	1
		Total ...	...	...	...	...	...	*460	4	464
		Grand Total ...	...	...	...	...	...	*23,396	315	23,711

* Revised figures.

(*a*) Includes figures for the Bangalore-Chik Ballapur Light Railway.

DIX 17—*contd.*

during the financial year 1916-17 (except where otherwise stated).

Stock.												Number.
Number per mile of line open on 31st March 1917, excluding 2nd, 3rd, etc., tracks.						Average mileage run by each *per annum*.						
1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	Main head.
35	36	37	38	39	40	41	42	43	44	45	46	47
...	...	...	...	...	0 38	...	...	...	...	...	...	30
Included	with the Kolar District railway.				...	...	...	...	..	...	...	31
...	...	...	...	...	0·63	...	...	...	...	...	...	32
...	...	...	...	...	0·92	...	...	...	...	...	...	33
0·04	0·04	...	0·28	0·06	0·42	...	...	...	...	...	...	34
0·04	0 03	0·02	0·26	0·05	0·40	33,067	46,599	60,482	52,831	51,666	50,734	1
...	...	...	...	...	0·75	...	...	...	...	...	...	35
...	...	...	...	...	0·36	...	...	...	..	...	...	2
...	...	...	...	...	0·67	...	...	...	...	...	...	36
...	...	...	...	...	0·68	...	...	...	...	...	...	37
...	...	...	0·06	0·06	0·12	...	...	...	...	...	...	38
...	...	...	...	...	0·19	...	...	...	..	...	...	39
...	...	...	...	...	0·34	...	...	...	...	...	...	40
0·06	...	...	0·16	0·03	0·25	...	...	...	...	...	...	41
0·04	...	...	0·11	0·03	0·18	...	...	..	...	...	...	5
0·16	0·09	0·21	0·94	0·17	1·57	...	...	...	...	...	...	3
0·02	...	...	0·09	0·03	0·14	...	...	...	...	...	...	5
...	...	...	0·15	0·08	0·23	...	...	...	...	...	...	44
...	...	...	...	...	0·58	...	...	...	..	...	...	8
..	...	...	..	...	0·57	...	...	...	...	...	...	45
0·31	0·26	0·05	0·59	0·48	1·69	12,521	14,849	35,944	14,052	15,888	15,055	8
0 02	0·02	...	0 12	0·02	0·18	...	...	...	...	...	...	47
...	...	...	...	Information not available.		...	...	...	...	...	...	48
0·03	...	...	0·27	0·05	0·35	28,909	...	...	33,870	20,903	31,407	10
0·37	0·26	...	1·32	0·32	2·27	...	...	...	...	...	...	22
0·06	0·04	0·02	0·16	0·06	0·34	11,928	24,286	24,104	29,601	13,852	22,547	1
...	...	...	0·18	0·07	0·25	...	...	...	...	...	...	49
0·06	0·01	0·01	0·29	0·12	0·49	17,835	57,900	58,485	43,036	19,325	34,860	1
0·05	0·05	...	0·33	0·03	0·46	...	...	...	...	...	...	25
0·03	...	0·03	0·39	...	0·45	...	...	...	...	...	...	50
0·15	...	...	0·55	...	0·70	...	...	...	...	...	...	51
0·03	0·03	0·03	0·30	0·06	0·45	19,233	24,477	27,158	35,954	20,209	31,250	8
...	...	...	...	...	...	..	...	...	...	...	...	
...	...	...	...	...	0·86	...	...	...	...	...	...	52
...	...	...	...	...	0·34	...	...	...	...	...	...	53
...	...	...	...	...	2·69	...	...	...	...	...	...	54
...	...	...	...	...	1·43	...	...	...	...	...	...	55
...	...	...	...	...	1·21	...	...	...	...	...	...	56
...	...	...	...	...	1·05	...	...	...	...	...	...	57
...	...	...	...	...	1·27	...	...	...	...	...	...	58
1·38	0·71	...	0·59	0·15	2·83	...	...	...	...	...	14,014	5
0·01	0·01	...	0·18	...	0·20	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	...	59
...	..	...	...	..	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	

APPEN

Number of outlay on, and work done by, rolling-stock

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	Coaching Stock—*concld.*						Goods			
									Number at close of			
Main head.	Sub-head.		Average mileage run by each *per diem*.	Freight ton mileage per vehicle, in thousands of tons.*	Average under repairs or renewals at any one time.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1917.	Total value per mile of line open on 31st March 1917, excluding 2nd, 3rd, etc., tracks.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.
48	49	50	51	52	53	54	55	56	57	58	59	60
		5′ 6″ gauge.										
1	(*a*)	Bengal-Nagpur	137	52	187	16·92	†1,46,29	†7,747	6,462	7,726	346	605
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	127	89	118	13·12	†1,15,06	†9,436	5,106	3,688	...	585
3	(*a*) & (*b*)	Eastern Bengal	155	48	97	11·78	†85,48	†13,877	5,744	1,056	106	328
4	...	East Indian	254	74	341	14·76	†3,11,03	†11,081	20,694	12,725	200	1,279
5	(*a*) to (*g*)	Great Indian Peninsula ...	138	76	384	17·70	†2,73,75	†8,805	11,910	4,933	278	1,088
6	(*a*) to (*c*)	Madras and Southern Mahratta	123	61	129	16·97	†77,11	†7,146	2,873	1,493	123	331
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	...	50	18	10·28	14,41	4,076	512	1,263	20	58
8	(*a*) to (*n*)	North Western	169	70	488	15·21	†4,76,28	†9,321	20,466	5,476	515	763
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	128	50	201	18·41	...	...	7,116	562	163	117
10	(*a*)	South Indian	81	63	33	9·48	†39,96	†8,960	898	486	212	104
		Total ...	...	...	...	...	...	...	81,781	39,408	1,963	5,258
		3′ 3⅜″ gauge.										
11	(*a*) & (*b*)	Assam-Bengal	83	26	51	11·21	†51,07	†6,039	3,053	548	104	65
12	...	Bengal and North-Western ...	195	56	157	13·83	...	...	7,903	671	304	328
13	...	Bengal Doears	...	..	1	1·85	3,95	2,579	365	48	32	20
14	...	Bhavnagar State	120	31	11	9·63	†5,92	†2,380	163	324	10	17
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	109	55	349	22·22	1,53,79	6,754	5,868	2,672	52	‖396
15	...	Burma	79	32	139	12·46	†98,83	†6,183	5,355	1,805	480	338
17	...	Dibru-Sadiya	...	...	23	28·97	...	...	344	934	72	29
3	(*c*) to (*e*)	Eastern Bengal	..	...	93	10·59	‡‡83,14	‡‡7,637	3,880	918	286	490
18	...	Gondal-Porbandar State ...	101	33	12	11·82	†4,97	†2,147	131	224	9	64
19	...	Jamnagar	56	27	...	...	†1,03	†1,892	40	40	...	...
20	(*a*) to (*e*)	Jodhpur-Bikaner	200	67	25	9·02	†18,39	†1,383	1,579	400	...	106
31	...	Junagad State	...	...	5	7·24	†3,29	†2,722	57	150	3	3
6	(*d*) to (*m*)	Madras and Southern Mahratta	97	28	148	11·85	§65,18	§3,197	4,720	1,277	155	268
22	...	Morvi	...	...	12	17·40	4,46	6,038	32	79	...	3
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	158	49	16	9·21	13,59	2,662	690	328	40	47
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	128	37	25	9·88	†19,33	†3,384	1,667	242	76	75
10	(*b*) to (*j*)	South Indian	80	32	108	7·46	†1,35,65	†10,912	2,634	1,463	99	236
26	...	Udaipur-Chitorgarh ...	...	...	1	2·94	†2,02	†2,998	41	10	...	4
		Total ...	...	...	...	..	...	...	38,522	12,133	1,722	2,489

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

† Includes the outlay on motor cars.

‡ Includes the outlay on the 2′ 6″ gauge section.

§ Excludes the outlay by the West of India Portuguese railway.

‖ Revised figures.

DIX 17—*contd.*

during the financial year 1916-17 (except where otherwise stated).

Stock.											Number.
1915-16.	Number added in 1916-17.					Number at close of 1916-17.					
Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Main head.
61	62	63	64	65	66	67	68	69	70	71	72
15,139	...	135	...	14	149	6,462	7,861	346	619	15,288	1
9,379	...	...	...	2	2	5,106	3,688	...	587	9,381	2
7,234	74	—2	—3	—21	48	5,818	1,054	103	307	7,282	3
34,898	245	300	...	101	646	20,939	13,025	200	1,380	35,544	4
18,209	10	—20	...	40	30	11,920	4,913	278	1,128	18,239	5
4,820	...	...	...	4	4	2,873	1,493	123	335	4,824	6
1,853	1	—21	...	8	—12	513	1,242	20	66	1,841	7
27,220	433	—335	5	48	151	20,899	5,141	520	811	27,371	8
7,958	112	—15	—3	17	111	7,228	547	160	134	8,069	9
1,700	26	9	...	—2	33	924	495	212	12	1,733	10
128,410	901	51	—1	211	1,162	82,682	39,459	1,962	5,469	129,572	
3,770	—81	—32	...	22	—91	2,972	*516	104	87	3,679	11
9,206	—165	—2	—12	—8	—187	7,738	*669	292	320	9,019	12
465	2	...	...	...	2	367	48	32	20	467	13
514	...	—20	...	...	—20	163	304	10	17	494	14
†8,988	—7	—61	—5	—9	—82	5,861	2,611	47	387	8,906	2
7,978	—160	...	...	—11	—171	5,195	1,805	480	327	7,807	15
1,379	...	...	...	...	...	344	934	72	29	1,379	17
5,574	141	—10	—101	—5	25	4,021	908	185	485	5,599	3
428	...	...	...	...	...	131	224	9	64	428	18
80	...	...	...	...	...	40	40	...	...	80	19
2,085	159	—55	...	7	111	1,738	345	...	113	2,196	20
213	—1	...	...	1	...	56	150	3	4	213	21
6,420	254	29	...	44	327	4,974	1,306	155	312	6,747	6
114	...	...	...	...	...	32	79	...	3	114	22
1,105	—10	34	—14	...	10	680	362	26	47	1,115	7
2,060	40	—72	...	4	—28	1,707	170	76	79	2,032	25
4,432	—116	—1	...	—6	—123	2,518	1,462	99	230	4,309	10
55	...	...	...	...	...	41	10	...	4	55	26
†54,866	56	—190	—132	39	—227	38,578	11,943	1,590	2,528	54,639	

* Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.

† Revised figures

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	Coaching Stock—*concld.*						Goods			
									Number at close of			
Main head.	Sub-head.		Average mileage run by each *per diem*.	Freight ton mileage per vehicle in thousands of tons*.	Average under repairs or renewals at any one time.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value in thousands of rupees on 31st March 1917.	Total value per mile of line open on 31st March 1917, excluding 2nd, 3rd, etc., tracks.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.
48	49	50	51	52	53	54	55	56	57	58	59	60
		2' 6" gauge.										
30	...	Arrah-Sasaram Light ...	...	...	...	...	1,30	2,156	27	20	...	4
31	...	Bangalore-Chik Ballapur Light	Included with the Kolar District railway.						...	...	...	...
32	...	Bankura-Damoodar River ...	...	...	...	...			...	..	...	...
33	...	Barasat-Basirhat Light ...	...	...	..	...	2,05	3,927	6	39	...	...
34	...	Barsi Light	...	...	5	10·20	...	...	132	69	...	9
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	139	21	22	6·98	28,62	3,584	673	730	43	58
35	(*a*)	Bengal Provincial	...	...	...	...	78	2,360	20	41	...	2
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	...	1	0·97	†4,71	†1,648	190	405	...	27
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	82	2,471	14	44	..	...
37	...	Burdwan-Katwa	...	...	...	...	...	...	25	15	...	...
38	...	Champaner-Shivrajpur Light...	...	...	...	...	39	1,205	6	77	...	4
39	...	Cutch State	...	...	...	...	...	...	...	29	...	...
40	...	Dehri-Rohtas Light ...	...	...	...	...	17	720	27	42	...	...
41	...	Dholpur-Bari	...	...	2	22·22	†91	†2,497	8	40	...	2
5	(*h*)	Dhond-Baramati	...	...	...	...	48	1,770	9	6	...	...
3	(*c*)	Eastern Bengal	...	...	2	4·69	...	...	80	11	...	4
5	(*i*)	Ellichpur-Yeotmal... ...	...	...	...	...	1,86	1,584	70	36	...	1
44	...	Godhra-Lunavada	...	...	...	...	51	1,999	8	8	...	2
8	(*o*), (*q*) & (*r*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	4	3·77	†4,87	†2,725	173	84	39	128
45	...	Jessore-Jhenidah ...	...	...	...	...	...	...	26	12	2	3
8	(*p*)	Kalka-Simla	41	8	17	16·53	†9,08	†15,156	66	51	4	26
47	...	Kolar District (*a*)	...	...	...	...	1,35	1,365	16	16	...	2
48	...	Madaya Light	...	...	...	Information not available			...	...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	86	28	1	2·86	†1,88	†1,901	30	48	...	...
22	...	Morvi	...	...	3	6·97	1,32	7,018	14	47	...	3
1	(*d*)	Mourbhanj State	62	11	...	...	47	1,443	8	11	...	1
49	...	Nadiad-Kapadvanj ...	...	...	...	...	59	2,118	12	16	.	2
1	(*f*)	Parlakimedi Light ...	96	15	1	11·33	...	...	2	14	...	...
25	(*c*)	Powayan Light	...	...	...	...	...	...	58	3	2	8
50	...	Shahdara (Delhi)-Saharanpur Light.	...	...	1	2·38	†1,69	†1,830	168	36	2	3
51	...	Tezpore-Balipara Light ...	...	...	...	...	†67	†3,356	38	37	4	3
8	(*s*)	Trans Indus (Kalabagh-Bannu)	85	18	...	.	5,34	3,948	34	60	...	19
		Total ...	...	...	...	...	...	...	1,040	2,047	96	‡311
		2' 0" gauge.										
52	...	Darjeeling-Himalayan ...	...	...	...	...	...	...	181	155	6	3
53	...	Gwalior Light ...	...	...	...	...	...	..	192	138	...	1
54	...	Howrah-Amta Light ...	...	...	...	...	4,12	9,380	14	63	...	...
55	...	Howrah-Sheakhala Light ...	...	...	...	...	1,39	7,019	4	4	...	...
56	...	Jagadhri Light	...	...	...	...	8	2,528	1	6	...	1
57	...	Jorhat (Provincial) ...	...	...	...	...	...	..	52	46	1	11
58	...	Kulasekarapatnam-Tissianvillai Light.	...	...	...	...	†44	†2,423	...	20	...	...
5	(*j*)	Matheran Light	38	...	...	...	...	...	7	16	...	2
20	(*f*)	Pipar-Bilara Light ...	...	...	...	...	...	...	1	7	...	2
59	...	Tarikere-Narasimharajapura ...	...	...	...	...	...	...	...	...	12	12
1	(*i*)	Tumsar-Tirodi Light	...	...	...	...	...	...	...	...	...	...
		Total ...	...	..	...	...	...	...	452	455	19	‡32
		Grand Total ...	...	...	...	...	...	...	122,695	54,043	3,800	‡8,090

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

† Includes the outlay on motor cars.

‡ Revised figures

(*a*) Includes figures for the Bangalore-Chik Ballapur Light railway.

DIX 17—*contd.*

during the financial year 1916-17 (except where otherwise stated).

Stock.											Number.
1915-16.	Number added in 1916-17.					Number at close of 1916-17.					
Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Main head.
61	62	63	64	65	66	67	68	69	70	71	72
51	...	...	...	...	...	27	20	...	4	51	30
Included	with the	Kolar Dis	trict rail	way.	...	...	...	...	...	...	31
...	45	35	...	8	88	45	35	...	8	88	32
*45	...	...	...	...	...	6	39	...	...	45	33
210	...	—12	...	...	—12	132	57	...	9	198	34
1,504	...	—47	...	...	—47	673	683	43	58	1,457	1
63	—1	...	...	1	...	19	41	...	3	63	35
622	30	50	...	...	80	220	455	...	27	702	2
*58	...	...	...	...	...	14	44	...	...	58	36
40	...	—4	...	4	...	25	11	...	4	40	37
87	...	...	...	...	...	6	77	...	4	87	38
29	5	—1	...	...	4	5	28	...	...	33	39
69	10	10	...	...	20	37	52	...	...	89	40
50	...	...	...	...	...	8	40	...	2	50	41
15	...	...	...	...	...	9	6	...	...	15	5
95	—20	...	...	...	—20	60	11	...	4	75	3
107	...	...	...	...	...	70	36	...	1	107	5
18	1	...	...	...	1	9	8	...	2	19	44
424	7	—20	—20	2	—31	180	64	19	130	393	8
43	...	...	...	...	...	26	12	2	3	43	45
147	7	—5	...	—6	—4	73	46	4	20	143	8
34	...	3	2	...	5	16	19	2	2	39	47
...	...	...	Information not available			...	...	...	...	...	48
78	...	...	...	...	...	30	48	...	...	78	10
64	...	—10	...	—2	—12	14	37	...	1	52	22
20	...	...	...	...	...	8	11	...	1	20	1
30	1	...	...	...	1	13	16	...	2	31	49
16	2	...	...	...	2	4	14	...	...	18	1
71	...	...	...	...	...	58	3	2	8	71	25
209	...	...	...	...	...	168	36	2	3	209	50
82	2	...	1	...	3	40	37	5	3	85	51
113	...	—15	6	6	—3	34	45	6	25	110	8
*4,394	89	—16	—11	13	754	2,029	2,031	85	324	4,469	
345	84	—63	8	1	30	265	92	14	4	375	52
331	...	—28	...	...	—28	192	110	...	1	303	53
*77	...	...	...	...	...	14	63	...	...	77	54
*8	5	...	...	...	5	9	4	...	...	13	55
8	...	...	...	...	...	1	6	...	1	8	56
110	3	...	...	...	3	55	46	1	11	113	57
20	...	...	...	...	...	...	20	...	...	20	58
25	...	...	...	...	...	7	16	...	2	25	5
10	...	...	...	...	...	1	7	...	2	10	20
24	...	...	...	...	...	...	...	12	12	24	59
...	...	400	...	...	400	...	400	...	...	400	1
*958	92	309	8	1	410	544	764	27	33	1,368	
*188,628	1,138	154	—136	264	1,420	123,833	54,197	3,664	8,354	190,048	

*Revised figures.

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix I.)		Railway.	Goods						
			Number of all classes per mile of line open on 31st March 1917, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.	Average mileage run by each *per diem*.	Average tare in tons.		Average carrying capacity in tons.	
Main head.	Sub-head.					Covered wagons.	Open wagons.	Covered wagons.	Open wagons.
73	74	75	76	77	78	79	80	81	82
		5' 6" gauge.							
1	(*a*)	Bengal-Nagpur	8·06	14,780	40	8·44	8·88	16·26	18·32
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	7·13	14,241	39	8·42	8·28	18·98	19·27
3	(*a*) & (*b*)	Eastern Bengal	11·82	†10,590	†29	8·86	†7·97	16·88	†18·13
4	...	East Indian	12·36	21,484	59	8·10	7·31	18·40	16·77
5	(*a*) to (*g*)	Great Indian Peninsula ...	5·75	17,334	47	9·04	7·79	18·34	16·56
6	(*a*) to (*c*)	Madras and Southern Mahratta.	4·47	16,840	46	8·16	7·70	17·50	17·02
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	5·24	..	...	8·37	7·31	18·35	19·28
8	(*a*) to (*n*)	North Western	5·34	12,379	34	8·41	7·86	21·38	17·63
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	4·97	12,347	34	8·06	6·45	18·05	13·73
10	(*a*)	South Indian	3·00	13,386	37	8·19	7·70	18·24	18·84
		Total ...	...	...	...	...	...	...	...
		3' 3⅜" gauge.							
11	(*a*) & (*b*)	Assam-Bengal	4·35	6,255	17	5·42	4·17	10·73	9·42
12	...	Bengal and North-Western ...	*4·14	*12,357	*34	4·26	*2·88	10·94	*10·34
13	...	Bengal Dooars	3·05	...	...	...	...	...	...
14	...	Bhavnagar State	1·98	7,384	20	3·83	3·12	7·35	7·61
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	3·91	16,189	44	4·45	4·57	10·44	12·62
15	...	Burma	4·88	10,957	30	4·81	3·88	11·13	9·34
17	...	Dibru-Sadiya	15·07	...	...	...	...	...	...
3	(*c*) to (*e*)	Eastern Bengal	5·00	...	..	7·09	†3·72	12·60	†9·32
18	...	Gondal-Porbandar State ...	1·85	7,679	21	3·84	3·17	7·56	7·88
19	...	Jamnagar	1·48	4,069	11	4·25	4·11	7·35	7·35
20	(*a*) to (*e*)	Jodhpur-Bikaner	1·63	9,360	27	5·37	5·06	9·51	13·20
21	...	Junagad State	1·76	9,734	26	4·01	3·91	7·35	7·44
6	(*d*) to (*m*)	Madras and Southern Mahratta	3·23	14,068	38	4·09	4·35	8·28	9·65
22	...	Morvi	1·54	...	...	4·80	5·30	7·14	12·00
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	2·53	9,131	25	4·65	4·05	11·22	11·94
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	3·55	8,211	22	5·02	3·44	13·53	10·46
10	(*b*) to (*j*)	South Indian	3·47	13,953	38	6·42	4·70	12·57	9·76
26	...	Udaipur-Chitorgarh ...	0·80	...	...	4·04	3·19	8·92	7·40
		Total ...	...	...	...	...	...	...	...

* The calculations have been arrived at without taking into account 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

† The calculations have been arrived at without taking into account 187 broad and 202 metre gauge goods vehicles which are intended for railway purposes only.

DIX 17—*contd.*

during the financial year 1916-17 (except where otherwise stated).

STOCK—*concld.*

Average load of a goods vehicle, loaded and empty, per mile.	Freight ton-mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1917.	Total value per mile of line open on 31st March 1917, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock in thousands of rupees on 31st March 1917.	Grand total value of rolling-stock per mile of line open on 31st March 1917, excluding 2nd, 3rd, etc., tracks.	NUMBER. Main head.
83	84	85	86	87	88	89	90	91
9·86	137	1,542	10·09	5,13,96	27,214	9,62,55	50,968	1
7·83	103	397	4·23	2,63,98	21,648	5,48,81	45,006	2
††4·90	††51	305	4·30	2,36,24	38,350	4,73,56	76,876	3
8·22	163	1,136	3·20	12,27,62	43,738	21,22,25	75,612	4
8·25	178	1,001	5·49	5,31,16	17,084	13,91,50	44,756	5
7·87	155	387	8·92	1,44,56	13,398	3,37,04	31,237	6
8·49	86	51	2·78	52,64	14,893	1,03,29	29,178	7
8·25	101	1,471	5·38	7,90,61	15,469	19,58,46	38,319	8
9·13	78	399	4·94	*3,34,67	*20,631	4,71,74	29,081	9
8·41	98	147	8·48	55,86	12,527	1,52,85	34,277	10
...	...	...	...	...	...	...	...	
4·03	28	171	4·64	94,53	11,179	1,86,09	22,006	11
**4·21	**40	481	5·42	†2,26,99	†11,053	3,26,00	15,874	12
...	...	7	1·50	8,85	5,788	17,90	11,701	13
3·26	30	39	7·99	5,95	2,389	19,71	7,916	14
4·78	78	516	5·80	1,04,40	4,584	3,63,07	15,944	2
4·95	53	493	6·32	1,54,13	9,642	3,77,85	23,638	15
...	...	82	2·30	...	...	¶36,88	¶42,875	17
††3·70	...	304	5·63	§1,37,26	§11,893	§3,07,62	§26,654	3
3·55	...	21	4·86	5,23	2,262	14,74	6,371	18
3·04	17	...	...	1,72	3,177	4,11	7,575	19
3·54	73	67	3·06	37,83	2,843	93,06	6,995	20
3·08	27	5	2·44	3,22	2,666	9,11	7,537	21
4·17	53	294	4·36	‡1,02,02	‡5,003	‡2,48,16	‡12,171	6
...	...	6	5·26	2,57	3,474	10,82	14,641	22
4·80	42	36	3·28	21,72	4,255	61,26	12,001	7
4·32	29	67	3·30	39,54	6,922	80,80	14,146	25
4·18	75	171	3·97	83,89	6,748	3,05,49	24,574	10
2·55	...	...	...	85	1,261	4,16	6,176	26
...	...	...	...	...	...	...	...	

*Includes the outlay on coaching stock and motor cars.
† Includes the outlay on coaching stock.
‡ Excludes the outlay by the West of India Portuguese railway.
§ Includes the outlay on the 2' 6" gauge section.
¶ Excludes the outlay by the Ledo and Tikak-Margherita Colliery railway.
** The calculations have been arrived at without taking into account 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.
†† The calculation(s) have been arrived at without taking into account 187 broad and 202 metre gauge goods vehicles which are intended for railway purposes only.

APPEN

Number of, outlay on, and work done by, rolling-stock

CLASSIFICATION NO. ON RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1.)		Railway.	Goods						
			Number of all classes per mile of line open on 31st March 1917, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.	Average mileage run by each *per diem*.	Average tare in tons.		Average carrying capacity in tons.	
Main ead.	Sub-head.					Covered wagons.	Open wagons.	Covered wagons.	Open wagons.
73	74	75	76	77	78	79	80	81	82
		2′ 6″ GAUGE.							
30	...	Arrah-Sasaram Light ...	0·78	...	...	3·20	2·94	8·00	8·00
31	...	Bangalore-Chik Ballapur Light	Included with the Kolar District railway				...	...	...
32	...	Bankura-Damoodar River ...	1·73	...	...	...	...	...	...
33	...	Baraset-Basirhat Light ...	0·86	...	...	2·75	2·50	7·00	7·00
34	...	Barsi Light	1·68	...	...	6·59	4·78	16·60	15·35
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	1·82	10,340	28	7·46	6·78	16·02	15·93
35	(*a*)	Bengal Provincial	1·89	...	...	...	...	...	...
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	2·46	...	...	2·99	4·05	6·24	10·65
36	...	Bukhtiarpur-Bihar Light ...	1·76	...	...	2·75	2·50	6·00	7·00
37	...	Bardwan-Katwa	1·23	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light ...	2·68	...	...	6·75	4·07	14·01	8·90
39	...	Cutch State	0·90	...	...	4·50	6·83	16·00	6·00
40	...	Dehri-Rohtas Light ...	3·73	...	...	...	...	...	...
41	...	Dholpur-Bari	1·37	...	...	7·00	3·40	16·00	9·00
5	(*h*)	Dhond-Baramati	0·55	...	...	6·70	5·30	16·00	16·00
3	(*c*)	Eastern Bengal	2·08	...	...	3·45	1 98	4·41	4·07
5	(*i*)	Ellichpur-Yeotmal ...	0·91	...	...	6·70	4·30	16·00	11·55
44	...	Godhra-Lunavada	0·74	...	...	6·61	6·25	14·94	16·00
8	(*o*), (*q*) & (*r*)	Jacobabad Kashmor, Kohat Thal and Nowshera-Durgai.	2·20	...	...	...	...	...	...
45	...	Jessore-Jhenidah	1·17	...	...	...	...	...	...
8	(*p*)	Kalka-Simla	2·39	7,612	21	6·34	6·48	14·14	17·72
47	...	Kolar District (*a*)	0·39	...	...	5·28	3·54	10·83	8·81
48	...	Madaya Light	Information not available			...	...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	0·79	4,625	13	6 46	5·75	9·50	10·00
22	...	Morvi	2·75	...	...	4·00	3·50	5·00	7·00
1	(*d*)	Mourbhanj State	0·62	8,583	24	5·84	5·57	13·10	11·64
49	...	Nadiad-Kapadvanj ...	1·11	..	...	6·79	6·25	15·27	16·00
1	(*f*)	Parlakimedi Light ...	0·73	5,906	16	7·28	4·06	12·64	7·38
25	(*c*)	Powayan Light	1·82	...	...	3·16	...	6·00	...
50	...	Shahdara (Delhi)-Saharanpur Light.	2·26	...	...	3·70	3·40	8·00	8·00
51	...	Tezpore-Balipara Light ...	4·23	...	...	2·00	2·00	4·00	4·00
8	(*s*)	Trans Indus (Kalabagh-Bannu)	0·81	9,732	26	7·02	3·92	16·75	9·58
		Total ...	...	...	...	...	...	...	...
		2′ 6″ GAUGE.							
52	...	Darjeeling-Himalayan ...	2·56	...	...	...	...	...	...
53	...	Gwalior Light	1·21	...	...	...	...	...	...
54	...	Howrah-Amta Light ...	1·76	...	...	2·50	2·25	5·00	5·00
55	...	Howrah-Sheakhala Light ...	0·60	...	...	2·50	2·25	5·00	5·00
56	...	Jagadhri Light	2·42	...	...	3·30	2·47	7·00	7·00
57	...	Jorhat (Provincial) ...	3·48	...	...	...	...	...	...
58	...	Kulasekarapatnam-Tissianvillai Light.	1·11	...	...	...	1·56	...	4·00
5	(*j*)	Matheran Light	1·98	...	...	1·80	1·80	3·00	3·00
20	(*f*)	Pipar-Bilara Light ...	0·40	...	...	3·03	2·23	5·00	5·71
59	...	Tarikere-Narasimharajapura ...	2·02	...	...	...	...	...	...
1	(*i*)	Tumsar Tirodi Light ...	...	...	...	...	1·08	...	2·56
		Total ...	...	...	...	...	...	...	...
		GRAND TOTAL ...	...	...	...	...	...	...	...

(*a*) Includes figures for the Bangalore-Chik Ballapur Light railway.

DIX 17—*concld.*

during the financial year 1916-17 (except where otherwise stated).

STOCK—*concld.*

Average load of a goods vehicle, loaded and empty, per mile.	Freight ton-mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value in thousands of rupees on 31st March 1917.	Total value per mile of line open on 31st March 1917, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock, in thousands of rupees on 31st March 1917.	Grand total value of rolling-stock per mile of line open on 31st March 1917, excluding 2nd, 3rd, etc., tracks.	NUMBER. Main head.
83	84	85	86	87	88	89	90	91
...	...	...	...	1,07	1,765	3,64	6,012	30
Included with	the Kolar Dist	rict railway	...	...	..	...	...	31
...	...	...	...	...	...	4,63	10,847	32
...	...	...	...	84	1,611	4.56	8,732	33
...	...	6	3·03	†14,59	†12,414	20,63	17,552	34
3·09	31	79	5·45	49,91	6,251	1,24,69	15,616	1
...	...	...	...	85	2,553	2,67	8,031	35
...	...	13	1·78	11,19	3,915	19,79	6,924	2
...	...	...	...	1,46	4,419	3,27	9,897	36
...	...	...	...	...	...	2,87	8,840	37
...	...	...	...	1,41	4,343	2,65	8,164	38
...	...	...	...	†61	†1,655	1,40	3,800	39
...	...	...	...	126	5,271	1,84	7,733	40
...	...	4	8·00	*82	2,261	2,53	6,947	41
...	...	...	...	50	1,820	1,69	6,202	5
...	Included with	the Eastern Be	ngal railway,	(3′ 3⅜″ gauge	section.	...	...	3
...	...	...	...	2,87	2,441	6,84	5,540	5
...	...	...	...	49	1,926	1,47	5,790	44
...	...	11	2·74	7,11	3,978	18,24	10,200	8
...	...	...	...	...	...	2,40	6,512	45
3·58	24	12	8·61	4,00	6,674	20,04	33,452	8
3·12	...	...	...	1·01	1,026	3.39	3,432	47
...	...	...	...	Information	not available.	...	...	48
2·31	18	2	2·56	2,46	2,489	7,36	7,451	10
...	...	3	5·77	1,19	6,278	3,47	18,365	22
2·29	20	1	7·00	54	1,675	1,70	5,253	1
...	...	...	...	79	2,827	2,09	7,493	49
2·35	14	1	6·94	*76	*3,102	1,77	7,217	1
...	...	2	3·00	*1,73	*4,366	2,75	6,958	25
...	...	3	1·43	4,95	5,351	9,40	10,165	50
...	...	...	...	77	3,854	2,28	11,427	51
2·75	26	...	...	2,72	2,008	15.08	11,139	8
...	...	...	...	...	...	...	...	
...	...	...	...	†8,17	†5,580	13,26	9,058	52
...	...	...	...	†8,08	†3,235	15,65	6,263	53
...	...	...	...	1,26	2,882	8,83	20,133	54
...	...	...	...	46	2,339	2,50	12,679	55
...	...	1	12·50	11	3,386	39	11,952	56
...	...	...	...	...	...	3,46	10,647	57
...	...	1	5·00	27	1,526	118	6,549	58
...	...	...	...	†1,42	†11,263	2,83	22,449	5
...	...	...	...	*33	*1,320	52	2,079	20
...	...	...	...	...	...	31	2,036	59
...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	

* Includes the outlay on coaching stock.
† Includes the outlay on coaching stock and motor cars.

Rolling-stock fitted with automatic brakes

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway system.	Locomotives.								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working, or on both passenger working and goods working.		
Main head.	Sub-head.		Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ Gauge.									
1	(*a*)	Bengal-Nagpur ...	92	...	100·00	...	..	...	337	79	81·01
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	145	...	100·00	...	...	...	192	22	89·72
3	(*a*) & (*b*)	Eastern Bengal ...	104	...	100·00	95	5	95·00	85	33	72·03
4	...	East Indian ...	220	...	100·00	730	140	83·91	162	5	97·01
5	(*a*) to (*g*)	Great Indian Peninsula ...	336	...	100·00	652	...	100·00	194	13	93·72
6	(*a*) to (*c*)	Madras and Southern Mahratta.	71	...	100·00	...	...	...	166	19	89·73
7	(*a*) & (*b*)	Nizam's Guaranteed State ..	10	...	100·00	3	18	14·29	31	19	62·00
8	(*a*) to (*n*)	North Western ...	361	...	100·00	939	...	100·00	78	7	91·25
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	99	...	100·00	...	...	...	173	9	95·05
10	(*a*)	South Indian	33	...	100·00	...	...	...	91	9	91·00
		3′ 3⅜″ Gauge.									
11	(*a*) & (*b*)	Assam-Bengal ...	5	...	100·00	...	...	...	105	9	92·10
12	...	Bengal and North-Western	54	...	100·00	...	...	...	95	165	36·54
13	...	Bengal Dooars ...	...	...	...	...	...	...	6	10	37·50
14	...	Bhavnagar State ...	...	...	...	...	...	...	14	9	60·87
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	219	...	100·00	...	...	...	235	105*	69·12
15	...	Burma	12	...	100·00	...	...	...	252	63	80·00
17	...	Dibru-Sadiya	...	...	...	...	...	...	16	10	61·54
3	(*c*) to (*e*)	Eastern Bengal ...	84	...	100·00	78	...	100·00	80	9	89 89
18	...	Gondal-Porbandar State ...	...	...	...	...	...	...	7	9	43·75
19	...	Jamnagar	...	...	...	...	...	...	4	.	100·00
20	(*a*) to (*e*)	Jodhpur-Bikaner ...	...	...	...	...	...	...	5	100	4·76
21	...	Junagad State ...	...	...	...	...	...	...	5	8	38·46
6	(*d*) to (*m*)	Madras and Southern Mahratta.	42	...	100·00	27	...	100·00	65	172	27·43
22	...	Morvi	4	...	100·00	2	...	100·00	2	3	40·00
7	(*c*) to (*e*)	Nizam's Guaranteed State	20	...	100·00	10	3	76·92	12	27	30·77
25	(*a*) & (*b*)	Rohilkund and Kumaon ...	7	...	100·00	...	2	...	32	22	59·26
10	(*b*) to (*j*)	South Indian	35	...	100·00	...	...	...	269	18	93·73
26	...	Udaipur-Chitorgarh ...	...	...	...	...	...	...	...	4	...
		2′ 6″ & 2′ 0″ Gauges.									
34	...	Barsi Light	...	...	...	...	...	...	16	1	94·12
1	(*b*) to (*h*)	Bengal-Nagpur ...	...	...	...	...	...	...	106	10	91·38
8	(*p*)	Kalka-Simla	...	...	...	...	...	...	22	...	100·00
8	(*s*)	Trans Indus (Kalabagh-Bannu).	...	...	...	...	...	...	16	..	100·00
..	...	Other 2′ 6″ and 2′ 0″ gauge lines.	...	3	...	...	1	...	15	247	...
		Grand total ...	1,953	3	99·85	2,536	169	93·75	2,883	1,216	70·33

* Includes 70 auxiliary water tanks used for Locomotive purposes only.

DIX 18.

on the 31st March 1917.

Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes and their dummy trucks.				Railway system.	Classification No. of Railway. (Detailed in "Index" to Appendix 1).	
Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.		Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23
								5′ 6″ Gauge.		
1,069	35	...	100·00	8,922	1,384	4,946	67·57	Bengal-Nagpur ...	(*a*)	1
900	3	...	100·00	5,507	427	3,430	63·37	Bombay, Baroda and Central India.	(*a*) to (*e*)	2
624	48	149	81·85	3,223	1,039	3,001	58·68	Eastern Bengal ...	(*a*) & (*b*)	3
2,117	17	180	92·22	18,945	422	16,117	54·58	East Indian	...	4
2,131	...	39	98·20	9,438	1,685	7,034	61·26	Great Indian Peninsula ...	(*a*) to (*g*)	5
*760	...	...	100·00	2,690	2,106	...	100·00	Madras and Southern Mahratta.	(*a*) to (*c*)	6
171	3	...	100·00	560	3	1,274	30·65	Nizam's Guaranteed State...	(*a*) & (*b*)	7
3,156	54	...	100·00	21,334	1 598	4,358	84·00	North Western ...	(*a*) to (*n*)	8
1,036	50	6	99·45	3,772	1,805	2,452	69·46	Oudh and Rohilkhand ...	(*a*) & (*b*)	9
348	...	...	100·00	1,232	197	299	82·70	South Indian	(*a*)	10
								3′ 3⅜″ Gauge.		
435	17	...	100·00	2,957	331	357	90·21	Assam-Bengal ...	(*a*) & (*b*)	11
631	196	310	72·73	‡264	36	8,698	3·33	Bengal and North-Western	...	12
7	10	37	31·48	4	4	456	1·72	Bengal Doôars ...	...	13
50	25	46	61·98	...	2	491	0·41	Bhavnagar State ...	...	14
1,493	80	...	100·00	3,398	5,003	487	94·52	Bombay, Baroda and Central India.	(*f*) to (*l*)	2
†701	42	376	66·40	3,116	17	4,602	40·50	Burma	...	15
31	7	42	47·50	290	411	676	50·91	Dibru-Sadiya ...	...	17
762	95	22	97·50	457	63	5,047	9·34	Eastern Bengal ...	(*c*) to (*e*)	3
36	31	34	66·34	...	3	424	0·70	Gondal-Porbandar State ...	...	18
4	9	17	43·33	...	...	80	...	Jamnagar	...	19
...	22	255	7·94	...	...	2,196	...	Jodhpur-Bikaner ...	(*a*) to (*e*)	20
34	15	16	75·38	...	8	205	3·76	Junagad State ...	...	21
617	103	529	57·65	241	...	6,462	3·60	Madras and Southern Mahratta.	(*d*) to (*m*)	6
48	7	14	79·71	...	...	114	...	Morvi	...	22
170	4	5	97·21	134	6	969	12·62	Nizam's Guaranteed State	(*c*) to (*e*)	7
83	55	112	55·20	17	1	1,992	0·90	Rohilkund and Kumaon ...	(*a*) & (*h*)	25
966	46	435	69·94	129	160	4,008	6·73	South Indian ...	(*b*) to (*j*)	10
...	14	20	41·18	...	...	55	...	Udaipur-Chitorgarh ...	...	26
								2′ 6″ & 2′ 0″ Gauges.		
49	...	...	100·00	72	125	...	100·00	Barsi Light	...	34
298	...	42	87·65	1,352	2	133	91·06	Bengal-Nagpur ...	(*b*) to (*h*)	1
102	...	...	100·00	140	2	..	100·00	Kalka-Simla ...	(*p*)	8
61	...	1	98·39	61	4	45	59·09	Trans Indus (Kalabagh Bannu).	(*s*)	8
...	...	1,146	...	...	...	3,889	...	Other 2′ 6″ & 2′ 0″ gauge lines.	...	...
18,890	988	3,833	83·83	88,255	16,841	84,297	55·49			

* Excludes two rail motor cars fitted with automatic vacuum brake.
† Excludes three rail motor cars fitted with automatic vacuum brake.
‡ Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian Railway.

APPENDIX 19.

Rolling-stock lighted by either gas or electricity on the 31st March 1917.

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway system.	Number of vehicles fitted for lighting with			Number of vehicles not fitted.	Proportion per cent of fitted to total.	Remarks.
Main head.	Sub-head.		Gas.	Electricity.	Total.			
1	2	3	4	5	6	7	8	9
		5′ 6″ gauge.						
1	(a)	Bengal-Nagpur	886	99	985	...	100·00	
2	(a) to (e)	Bombay, Baroda and Central India	902	111	1,013	...	100·00	
3	(a) & (b)	Eastern Bengal	473	158	631	175	78·29	
4	...	East Indian	1,696	151	1,847	159	92·07	
5	(a) to (g)	Great Indian Peninsula	1,629	306	1,935	39	98·02	
6	(a) to (c)	Madras and Southern Mahratta	899	*24	923	56	94·28	* Eleven of these vehicles are also fitted for lighting with gas.
7	(a) & (b)	Nizam's Guaranteed State	119	20	139	64	68·47	
8	(a) to (n)	North Western	2,642	578	3,220	...	100·00	
9	(a) &(b)	Oudh and Rohilkhand	844	†146	990	118	89·35	
10	(a)	South Indian	191	181	372	36	91·18	† Four of these vehicles are also fitted for lighting with gas.
		3′ 3½″ gauge.						
11	(a) & (b)	Assam-Bengal	385	30	415	5	98·81	
12	...	Bengal and North-Western	...	1,283	1,283	114	91·84	
13	...	Bengal Dooars	...	65	65	5	92·86	
14	...	Bhavnagar State	...	29	29	85	25·44	
2	(f) to (l)	Bombay, Baroda and Central India	...	1,415	1,415	158	89·96	
15	...	Burma	...	308	308	780	28·31	
17	...	Dibru-Sadiya	...	27	27	53	33·75	
3	(c) to (e)	Eastern Bengal	713	169	882	15	8·33	
18	...	Gondal-Porbandar State	...	67	67	29	69·79	
19	...	Jamnagar	...	1	1	28	3·45	
20	(a) to (e)	Jodhpur-Bikaner	...	312	312	30	91·23	
21	...	Junagad State	...	14	14	52	21·21	‡These vehicles are also fitted for lighting with gas.
6	(d) to (m)	Madras and Southern Mahratta	1,282	‡6	1,288	11	99·15	
22	...	Morvi	...	...	...	69	...	
7	(c) to (e)	Nizam's Guaranteed State	135	4	139	66	67·80	
25	(a) & (b)	Rohilkund and Kumaon	...	182	182	95	65·70	
10	(b) to (j)	South Indian	...	917	917	81	91·88	
26	...	Udaipur-Chitorgarh	...	37	37	1	97·37	
		2′ 6″ gauge.						
30	...	Arrah-Sasaram Light	...	27	27	...	100·00	§Included with the Kolar District Railway.
31	...	Bangalore-Chik Ballapur Light§	...	...	...	...	...	
32	...	Bankura-Damoodar River	...	‖33	33	...	100·00	
33	...	Baraset-Basirhat Light	...	48	48	...	100·00	‖Owing to the non-receipt of dynamos, these vehicles are temporarily lighted with oil lamps.
34	...	Barsi Light	...	49	49	...	100·00	
1	(b) to (h)	Bengal-Nagpur	298	...	298	42	87·65	
35	(a)	Bengal Provincial	...	11	11	16	40·74	
2	(m) to (r)	Bombay, Baroda and Central India	...	3	3	98	2·97	
36	...	Bukhtiarpur-Bihar Light	...	22	22	...	100·00	
37	...	Burdwan-Katwa	...	26	26	...	100·00	
38	...	Champaner-Shivrajpur Light	...	...	...	4	...	
39	...	Cutch State	...	...	...	7	...	
40	...	Dehri-Rohtas Light	...	...	...	8	...	
41	...	Dholpur-Bari	...	9	9	...	100·00	
5	(h)	Dhond-Baramati	5	...	5	...	100·00	
3	(c)	Eastern Bengal	...	...	...	55	...	
5	(i)	Ellichpur-Yeotmal	16	...	16	...	100·00	
44	...	Godhra-Lunavada	...	...	...	6	...	
8	(o), (q) &	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	47	47	59	44·34	
45	...	Jessore-Jhenidah	...	19	19	...	100·00	¶Includes figures for the Bangalore-Chik Ballapur Light Railway
8	(p)	Kalka-Simla	...	97	97	...	100·00	
47	...	Kolar District¶	...	...	...	18	...	
48	...	Madaya Light**	...	...	...	...	...	**Information not available.
10	(k) & (l)	Morappur-Hosur and Tirupattur-Krishnagiri.	...	...	...	35	...	
22	...	Morvi	...	...	...	43	...	
49	...	Nadiad-Kapadvanj	...	...	...	7	...	
25	(c)	Powayan Light	...	...	...	18	...	
50	...	Shahdara (Delhi)-Saharanpur Light	...	42	42	...	100·00	
51	...	Tezpore-Balipara Light	...	...	...	14	...	
8	(s)	Trans Indus (Kalabagh-Bannu)	...	62	62	...	100·00	
		2′ 0″ gauge.						
52	...	Darjeeling-Himalayan	...	51	51	12	80·95	
53	...	Gwalior Light	...	...	...	87	...	
54	...	Howrah-Amta Light	...	117	117	1	99·15	
55	...	Howrah-Sheakhala Light	...	30	30	1	96·77	
56	...	Jagadhri Light	...	...	...	4	...	
57	...	Jorhat (Provincial)	...	...	...	34	...	
58	...	Kulase karapatnam-Tissianvillai Light.	...	...	...	23	...	
5	(j)	Matheran Light	...	...	...	35	...	
20	(f)	Pipar-Bilara Light	...	...	...	5	...	
59	...	Tarikere-Narasimharajapura	...	...	...	...	...	
1	(i)	Tumsar-Tirodi Light	...	...	...	1	...	
		Total	13,115	7,333	20,448	2,957	87·37	

APPENDIX 20.

Trains provided with means of communication throughout between passengers and railway servants on the 31st March 1917.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Particulars.	Mail.	Passenger.	Mixed.	Total.	Remarks.
Main head	Sub-head.							
1	2	3	4	5	6	7	8	9
		5′ 6″ gauge.						
1	(a)	Bengal-Nagpur	Total number of trains run	4	57	28	89	
			Total number of trains fitted with communication.	4	57	...	61	
2	(a) to (e)	Bombay, Baroda and Central India.	Total number of trains run	4	167	29	200	
			Total number of trains fitted with communication.	4	167	29	200	
3	(a) & (b)	Eastern Bengal	Total number of trains run...	4	112	22	138	
			Total number of trains fitted with communication.	4	112	4	120	
4	...	East Indian ...	Total number of trains run	4	93	116	213	
			Total number of trains fitted with communication.	4	34	2	40	
5	(a) to (g)	Great Indian Peninsula.	Total number of trains run	15	112	76	203	
			Total number of trains fitted with communication.	15	112	...	127	
6	(a) to (c)	Madras and Southern Mahratta.	Total number of trains run	8	103	22	133	
			Total number of trains fitted with communication.	8	103	...	111	
7	(a) & (b)	Nizam's Guaranteed State.	Total number of trains run	2	3	...	5	
			Total number of trains fitted with communication.	2	3	...	5	
8	(a) to (n)	North Western	Total number of trains run	10	25	198	233	
			Total number of trains fitted with communication.	10	25	...	35	
9	(a) & (b)	Oudh and Rohilkhand.	Total number of trains run	2	6	54	62	
			Total number of trains fitted with communication.	2	6	38	46	
10	(a)	South Indian ...	Total number of trains run	4	13	39	56	
			Total number of trains fitted with communication.	4	13	31	48	
		3′ 3⅜″ gauge.						
11	(a) & (b)	Assam-Bengal	Total number of trains run	...	...	27	27	
			Total number of trains fitted with communication.	...	...	20	20	
12	...	Bengal and North-Western.	Total number of trains run...	...	6	162	168	
			Total number of trains fitted with communication.	...	6	...	6	
14	...	Bhavnagar State	Total number of trains run	2	7	15	24	
			Total number of trains fitted with communication.	2	4	...	6	
2	(f) to (l)	Bombay, Baroda and Central India.	Total number of trains run	4	38	105	147	
			Total number of trains fitted with communication.	4	38	93	135	
15	...	Burma ...	Total number of trains run	4	136	75	215	
			Total number of trains fitted with communication.	4	...	10	14	
3	(c) to (e)	Eastern Bengal	Total number of trains run	4	69	23	96	
			Total number of trains fitted with communication.	4	53	5	62	
18	...	Gondal-Porbandar State.	Total number of trains run	...	5	13	18	
			Total number of trains fitted with communication.	...	5	..	5	
20	(a) to (e)	Jodhpur-Bikaner.	Total number of trains run	2	2	34	38	
			Total number of trains fitted with communication.	2	2	34	38	
6	(d) to (m)	Madras and Southern Mahratta.	Total number of trains run...	8	13	86	107	
			Total number of trains fitted with communication.	2	2	...	4	
22	...	Morvi ...	Total number of trains run	2	...	4	6	
			Total number of trains fitted with communication.	2	...	...	2	
7	(c) to (e)	Nizam's Guaranteed State.	Total number of trains run	...	18	2	20	
			Total number of trains fitted with communication.	...	18	...	18	
25	(a) & (b)	Rohilkund and Kumaon.	Total number of trains run...	...	4	32	36	
			Total number of trains fitted with communication.	...	4	...	4	
10	(b) to (j)	South Indian ...	Total number of trains run	12	60	140	212	
			Total number of trains fitted with communication.	10	58	8	76	
		2′ 6″ gauge.						
1	(b) to (h)	Bengal-Nagpur	Total number of trains run	...	18	28	46	
			Total number of trains fitted with communication.	...	18	20	38	
		2′ 0″ gauge.						
29	(f)	Pipar Bilara Light	Total number of trains run	...	...	2	2	
			Total number of trains fitted with communication.	...	...	2	2	

APPENDIX 21.

Carriages provided with means of communication between passengers and railway servants on the 31st March 1917.

Classification No. of Railway (Detailed in "Index" to Appendix 1). Main head.	Sub-head.	Railway system.	Particulars.	First class, including saloons, dining cars and reserved carriages.	Second class.	Intermediate class.	Third class.	All other carriages, including composites, but excluding those (such as carriage trucks, luggage vans, etc.), which do not require to be provided with means of communication.	Total.	Remarks.
1	2	3	4	5	6	7	8	9	10	11
		5' 6" gauge.								
1	(a)	Bengal-Nagpur	Total number of carriages ...	71	23	50	596	213	953	
			Total number of carriages fitted with communication.	71	23	50	596	213	953	
2	(a) to (e)	Bombay, Baroda and Central India.	Total number of carriages ...	47	35	...	484	164	730	
			Total number of carriages fitted with communication.	47	35	...	484	164	730	
3	(a) & (b)	Eastern Bengal	Total number of carriages ...	45	13	41	340	255	694	
			Total number of carriages fitted with communication.	45	13	41	340	255	694	
4	...	East Indian ...	Total number of carriages ...	145	66	91	945	680	1,927	
			Total number of carriages fitted with communication.	142	66	91	445	639	1,383	
5	(a) to (g)	Great Indian Peninsula.	Total number of carriages ...	133	138	...	960	743	1,974	
			Total number of carriages fitted with communication.	133	138	...	921	743	1,935	
6	(a) to (c)	Madras and Southern Mahratta.	Total number of carriages ...	42	25	4	368	279	718	
			Total number of carriages fitted with communication.	42	25	4	368	279	718	
7	(a) & (b)	Nizam's Guaranteed State.	Total number of carriages ...	37	10	...	44	57	148	
			Total number of carriages fitted with communication.	37	10	...	44	57	148	
8	(a) to (n)	North Western	Total number of carriages ...	177	64	111	1,240	833	2,425	
			Total number of carriages fitted with communication.	177	64	111	1,240	833	2,425	
9	(a) & (b)	Oudh and Rohilkhand.	Total number of carriages ...	81	28	35	387	333	864	
			Total number of carriages fitted with communication.	81	28	35	385	260	789	
10	(a)	South Indian ...	Total number of carriages ...	12	8	...	186	126	332	
			Total number of carriages fitted with communication.	12	8	...	186	126	332	

APPENDIX 21—*concld.*

Carriages provided with means of communication between passengers and railway servants on the 31st March 1917.

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway system.	Particulars.	First class, including saloons, dining cars and reserved carriages.	Second class.	Intermediate class.	Third class.	All other carriages including composi s but excluding those (such as carriage trucks, luggage vans, etc.), which do not require to be provided with means of communication.	Total.	Remarks.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		3′ 3⅜″ Gauge.								
11	(*a*) & (*b*)	Assam-Bengal ...	Total number of carriages ...	38	...	...	141	143	322	
			Total number of carriages fitted with communication.	38	...	...	141	143	322	
13	...	Bengal and North-Western.	Total number of carriages ...	63	34	32	797	205	1,131	
			Total number of carriages fitted with communication.	63	34	32	590	140	859	
13	...	Bengal Dooars ...	Total number of carriages ...	7	...	...	25	22	54	
			Total number of carriages fitted with communication.	1	...	...	...	5	6	
14	...	Bhavnagar State	Total number of carriages ...	9	5	...	65	35	114	
			Total number of carriages fitted with communication.	8	4	...	33	20	65	
2	(*f*) to (*l*)	Bombay, Baroda and Central India	Total number of carriages ...	98	23	27	959	311	1,418	
			Total number of carriages fitted with communication.	98	23	27	921	308	1,377	
15	...	Burma ...	Total number of carriages ...	68	29	...	598	297	992	
			Total number of carriages fitted with communication.	34	...	...	280	187	501	
3	(*c*) to (*e*)	Eastern Bengal	Total number of carriages ...	63	3	49	369	237	721	
			Total number of carriages fitted with communication.	63	3	49	369	237	721	
18	...	Gondal-Porbandar State.	Total number of carriages ...	9	13	...	47	27	96	
			Total number of carriages fitted with communication.	8	12	...	21	19	69	
19	...	Jamnagar ...	Total number of carriages ...	5	...	...	17	7	29	
			Total number of carriages fitted with communication.	3	...	...	2	2	7	
20	(*a*) to (*e*)	Jodhpur-Bikaner	Total number of carriages	25	10	19	135	149	338	
			Total number of carriages fitted with communication.	25	10	19	135	149	338	
21	...	Junagad State ...	Total number of carriages ...	9	9	...	27	12	57	
			Total number of carriages fitted with communication.	3	9	...	14	10	36	
6	(*d*) to (*m*)	Madras and Southern Mahratta.	Total number of carriages ...	83	27	...	608	487	1,205	
			Total number of carriages fitted with communication.	74	24	...	310	312	720	
22	...	Morvi ...	Total number of carriages ..	4	1	...	38	26	69	
			Total number of carriages fitted with communication.	4	1	...	29	16	50	
7	(*c*) to (*e*)	Nizam's Guaranteed State.	Total number of carriages ...	22	10	...	72	61	165	
			Total number of carriages fitted with communication.	21	10	...	68	61	160	
25	(*a*) & (*b*)	Rohilkund and Kumaon.	Total number of carriages ...	18	5	3	151	100	277	
			Total number of carriages fitted with communication.	18	5	...	65	60	148	
10	(*b*) to (*j*)	South Indian ...	Total number of carriages ...	72	35	...	882	311	1,300	
			Total number of carriages fitted with communication.	44	15	...	622	223	904	
		2′ 6″ Gauge.								
1	(*b*) to (*h*)	Bengal-Nagpur	Total number of carriages ...	17	3	3	196	115	334	
			Total number of carriages fitted with communication.	14	3	3	170	102	292	
8	(*s*)	Trans Indus (Kalabagh-Bannu).	Total number of carriages ...	1	...	...	35	23	59	
			Total number of carriages fitted with communication.	...	...	...	29	21	50	

APPENDIX 22.

Railways on which points and signals were interlocked on the 31st March 1917.

Classification number of Railway. (Detailed in "Index" to Appendix 1).		Railway system.	Stations at which points and signals were interlocked.						
Main head.	Sub-head.		Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	System of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8	9	10
		5' 6" Gauge.						Rs.	Rs.
1	(a)	Bengal-Nagpur . .	303	22	Direct Interlocking	660	81	6,71,032	1,017
				212	Indirect Interlocking.	1,942	162	12,12,519	624
2	(a) to (e)	Bombay, Baroda and Central India.	212	88	Direct Interlocking	2,259	375	21,07,200	933
				61	Indirect Interlocking.	807	21	4,96,800	616
3	(a) & (b)	Eastern Bengal . .	181	60	Direct Interlocking	1,544	319	12,80,927	804
				30	Indirect Interlocking.	477	42	1,45,891	306
4	...	East Indian . . .	539	153	Direct Interlocking	5,318	594	23,39,920	440
				271	Indirect Interlocking.	3,021	172	8,60,985	285
5	(a) to (g)	Great Indian Peninsula .	537	304	Direct Interlocking	10,027	2,151	54,12,240	540
				13	Indirect Interlocking.	130	26	47,560	366
6	(a) to (c)	Madras and Southern Mahratta.	224	56	Direct Interlocking	538	81	1,29,375	798
				96	Indirect Interlocking.	1,039	42	6,59,765	635
7	(a) & (b)	Nizam's Guaranteed State	56	2	Direct Interlocking	74	2	45,813	619
				19	Indirect Interlocking.	190	16	1,36,815	720
8	(a) to (n)	North Western . .	867	172	Direct Interlocking	6,023	1,176	35,83,685	595
				350	Indirect Interlocking.	3,771	17	14,10,354	374
9	(a) & (b)	Oudh and Rohilkhand .	280	35	Direct Interlocking	1,675	355	8,65,919	517
				186	Indirect Interlocking.	2,104	71	7,19,479	342
10	(a)	South Indian . . .	86	1	Direct Interlocking	12	8	5,350	446
				69	Indirect Interlocking.	532	112	2,76,000	519
		3' 3¾" Gauge.							
11	(a) & (b)	Assam-Bengal . . .	170	4	Indirect Interlocking.	48	...	28,766	599
12	...	Bengal and North-Western.	345	11	Indirect Interlocking.	108	6	62,581	579
13	...	Bengal Dooars . .	30	...	...	...	...	...	...
14	...	Bhavnagar State . .	42	...	...	...	...	...	...
2	(f) to (l)	Bombay, Baroda and Central India.	341	27	Direct Interlocking	1,262	47	4,80,314	381
				85	Indirect Interlocking.	859	3	2,39,780	279
15	...	Burma	316	19	Direct Interlocking	745	159	5,42,555	730
				120	Indirect Interlocking.	555	31	6,80,480	1,226
		Carried over .	4,529	2,466	...	45,770	6,069	2,47,42,505	...

Note.—"Direct interlocking" covers those systems in which the levers that work the points are directly interlocked by means of tappets with the levers which work the signals.

"Indirect interlocking" covers all those systems in which the levers which work the points are indirectly interlocked with the levers which work the signals.

APPENDIX 22—*concld.*

Railways on which points and signals were interlocked on the 31st March 1917.

Classification number of railway. (Detailed in "Index" to Appendix 1).		Railway system.	Stations at which points and signals were interlocked.						
Main head.	Sub-head.		Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	System of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8	9	10
								Rs.	Rs.
		Brought forward	4,529	2,466	...	45,770	6,069	2,47,42,505	...
		3′ 3⅜″ Gauge—*concld.*							
17	...	Dibru-Sadiya	36	...	...	...	...	...	...
3	(c) to (e)	Eastern Bengal	194	6	Direct Interlocking	253	55	2,37,666	939
				45	Indirect Interlocking.	648	44	2,48,268	383
18	...	Gondal-Porbandar State.	31	...	...	...	...	...	...
19	...	Jamnagar	7	...	...	...	...	...	...
20	(a) to (e)	Jodhpur-Bikaner	177	...	...	...	...	...	...
21	...	Junagad State	16	...	...	...	...	...	...
6	(d) to (m)	Madras and Southern Mahratta.	314	3	Direct Interlocking	65	8	37,300	574
				62	Indirect Interlocking	254	9	1,62,375	639
22	...	Morvi	13	...	...	...	...	...	...
7	(c) to (e)	Nizam's Guaranteed State.	75	1	Direct Interlocking	51	6	40,295	790
				58	Indirect Interlocking.	348	3	2,33,657	671
25	(a) & (b)	Rohilkund and Kumaon.	98	...	...	...	...	...	...
10	(b) to (j)	South Indian	303	2	Direct Interlocking	59	10	61,550	1,043
				166	Indirect Interlocking.	1,354	368	6,98,600	516
26	...	Udaipur-Chitorgarh. 2′ 6″ Gauge.	12	...	...	...	...	...	...
30	...	Arrah-Sasaram Light	16	...	...	...	...	...	...
31	..	Bangalore-Chik Ballapur Light.	10	...	...	...	...	...	...
32	...	Bankura-Damodar River	19	...	...	...	...	...	...
33	...	Baraset-Basirhat Light	29	1	Direct Interlocking	4	...	3,892	972
34	...	Barsi Light	23	...	...	...	...	...	...
1	(b) to (h)	Bengal-Nagpur	109	...	...	...	...	...	...
35	(a)	Bengal Provincial	17	...	...	...	...	...	...
2	(m) to (r)	Bombay, Baroda and Central India.	92	...	...	...	...	...	...
36	...	Bukhtiarpur-Bihar Light	14	...	...	...	...	...	...
37	...	Burdwan-Katwa	9	...	...	...	...	...	...
38	...	Champaner-Shivrajpur Light.	6	...	...	...	...	...	...
39	...	Cutch State	6	...	...	...	...	...	...
40	...	Dehri-Rohtas Light	6	...	...	...	...	...	...
41	...	Dholpur-Bari	14	4	Indirect Interlocking.	5	...	5,167	1,033
5	(h)	Dhond-Baramati	3	...	...	...	...	...	...
3	(c)	Eastern Bengal	12	...	...	...	...	...	...
5	(i)	Ellichpur-Yeotmal	21	...	...	...	...	...	...
44	...	Godhra-Lunavada	6	...	...	...	...	...	...
8	(o), (q) & (r).	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	35	...	...	...	...	...	...
45	...	Jessore-Jhenidah	10	...	...	...	...	...	...
8	(p)	Kalka-Simla	20	1	Direct Interlocking	16	1	9,520	595
				3	Indirect Interlocking	6	...	2,244	374
47	...	Kolar District	11	...	...	...	...	...	...
48	...	Madaya Light	*	...	...	...	...	...	...
10	(k) & (l)	Morappur-Hosur and Tirupattur-Krishnagiri.	15	...	...	...	...	...	...
22	...	Morvi	5	...	...	...	...	...	...
49	...	Nadiad-Kapadvanj	7	...	...	...	...	...	...
25	(c)	Powayan Light	10	...	...	...	...	...	...
50	..	Shahdara (Delhi)-Saharanpur Light.	19	...	...	...	...	...	...
51	...	Tezpore-Balipara Light	7	...	...	...	...	...	...
8	(s)	Trans-Indus (Kalabagh-Bannu).	14	...	...	...	...	...	...
		2′ 0″ Gauge.							
52	...	Darjeeling-Himalayan	40	...	...	...	...	...	...
53	...	Gwalior Light	35	...	...	...	...	...	...
54	...	Howrah-Amta Light	27	2	Direct Interlocking	11	...	2,330	211
55	...	Howrah-Sheakhala Light	14	...	...	...	...	...	...
56	...	Jagadhri Light	2	...	...	...	...	...	...
57	...	Jorhat (Provincial)	14	...	...	...	...	...	...
58	...	Kulasekarapatnam-Tissianvillai Light	7	...	...	...	...	...	...
5	(j)	Matheran Light	5	...	...	...	...	...	...
20	(f)	Pipar-Bilara Light	5	...	...	...	...	...	...
59	...	Tarikere Narasimharajapura.	2	...	...	...	...	...	...
1	(i)	Tumsar Tirodi Light	2	...	...	...	...	...	...
		TOTAL	6,528	2,820	...	48,844	6,568	2,64,85,359	...

* Information not available.

NOTE.—"Direct interlocking" covers those systems in which the levers that work the points are directly interlocked by means of tappets with the levers which work the signals.

"Indirect interlocking" covers all those systems in which the levers which work the points are indirectly interlocked with the levers which work the signals.

APPENDIX 23.

Railways on which block instruments were used for train signalling on the 31st March 1917.

Classification number of railway. (Detailed in "Index" to Appendix 1).		Railway system.	Block sections on which block instruments were used for train signalling.				Remarks
Main head.	Sub-head.		Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section.	
1	2	3	4	5	6	7	8
		5' 6" Gauge.			Rs.	Rs.	
1	(a)	Bengal-Nagpur	205	Neale's, single line	3,10,760	1,516	
			9	Theobald's Train Key, single line.	7,335	815	
2	(a) to (e)	Bombay, Baroda and Central India.	23	Sykes' (L. & B.)	49,450	2,150	
			104	Tyer's Tablet, single line	1,61,720	1,555	
			46	Tyer's three position, double line.	42,780	930	
3	(a) & (b)	Eastern Bengal ...	88	Neale's, single line	1,58,467	1,800	
			39	Pryce and Ferreira's (L. & B.)	93,917	2,408	
			28	Pryce and Ferreira's, double line.	40,035	1,430	
			123	East Indian railway's, double line.	1,02,828	836	
			30	East Indian railway's (L. & B.)	35,880	1,196	
4	...	East Indian ...	95	East Indian railway's, single line.	80,655	849	
			139	Neale's, single line	1,63,325	1,175	
			61	Pryce and Ferreira's (L. & B.)	90,585	1,485	
			119	Train wire, single line. No token.	15,470	130	
			21	Tyer's Tablet, single line	29,925	1,425	
			77	Great Indian Peninsula railway, three wire, three position, double line.	38,500	500	
5	(a) to (g)	Great Indian Peninsula.	208	Neale's, single line	2,28,800	1,100	
			120	Preece's, double line	66,000	550	
			48	Preece's, single line.	26,400	550	
			85	Train wire, single line. No token.	25,500	300	
			75	Tyer's three position, double line.	63,750	850	
			155	Theobald's Train Key, single line.	72,850	470	
6	(a) to (c)	Madras and Southern Mahratta.	20	Winter's, double line	7,200	360	
7	(a) & (b)	Nizam's Guaranteed State.	30	Webb and Thompson's single line.	45,000	1,500	
8	(a) to (n)	North Western ..	36	Tyer's two position (L. & B.)	1,17,000	3,250	
9	(a) & (b)	Oudh and Rohilkhand.	15	Neale's, single line	24,711	1,647	
10	(a)	South Indian ...	72	Theobald's Train Key, single line.	82,800	1,150	
		3' 3½" Gauge.					
11	(a) & (b)	Assam-Bengal ...	...	..	...		
12	...	Bengal and North-Western.	3	Neale's, single line	4,480	1,493	
			10	Tyer's Tablet, single line	15,519	1 552	
13	...	Bengal Dooars ..	...	...	...	...	
14	...	Bhavnagar State	2	Theobald's Train Key, single line	1,207	603	
2	(f) to (l)	Bombay, Baroda and Central India.	237	Tyer's Tablet, single line	3,72,801	1,573	
			1	East Indian railway's, single line	865	865	
			90	Neale's, single line	1,09,912	1,221	
			22	Sykes' (L. & B.)	69,926	3,178	
15	...	Burma ...	6	Theobald's Train Key, single line.	6,100	1,017	
			13	Train wire, double line	2,625	202	
			129	Train wire, single line. No token.	26,051	202	
			1	Tyer's Tablet, single line	1,600	1,600	
17	...	Dibru-Sadiya.	...	...	...	...	
3	(c) to (e)	Eastern Bengal	84	Neale's, single line	1,37,234	1,634	
			2	Pryce and Ferreira's, double line	4,400	2,200	
			18	Tyer's Tablet, single line	50,317	2,795	
		Carried over ..	2,689	..	29,84,700	...	

APPENDIX 23—*concld.*

Railways on which block instruments were used for train signalling on the 31st March 1917.

Classification number of railway. (Detailed in "Index" to Appendix 1).		Railway system.	Block sections on which block instruments were used for train signalling.				Remarks.
Main head.	Sub-head.		Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section.	
1	2	3	4	5	6	7	8
					Rs.	Rs.	
		Brought forward ...	2,689	..	29,84,700	...	
		3′ 3⅜″ Gauge—*concld.*					
18	...	Gondal-Porbandar State.	...	...	...	...	
19	...	Jamnagar . . .	...	...	...	...	
20	(*a*) to (*e*)	Jodhpur-Bikaner . .	...	...	...	...	
21	...	Junagad State. . .	...	...	...	...	
			202	Roberts', single line . .	1,48,268	734	
			2	Theobald's Train Key, single line.	922	461	
6	(*d*) to (*m*)	Madras and Southern Mahratta.	86	Train wire, single line. No token.	22,790	265	
			3	Winter's, single line. No token.	1,380	460	
22	...	Morvi . . .	...	...	...	...	
7	(*c*) to (*e*)	Nizam's Guaranteed State	29	Webb and Thompson's, single line.	43,500	1,500	
25	(*a*) & (*b*)	Rohilkund and Kumaon	...	...	...	...	
10	(*b*) to (*j*)	South Indian . .	151	Theobald's Train Key, single line.	1,73,650	1,150	
			97	Train wire, single line. No token.	14,550	150	
26	...	Udaipur-Chitorgarh .	...	...	...	...	
		2′ 6″ Gauge.					
30	...	Arrah-Sasaram Light .	...	...	...	...	
31	...	Bangalore-Chik Ballapur Light.	...	...	..	...	
32	...	Bankura Damoodar River	...	...	...	...	
33	...	Baraset-Basirhat Light .	...	...	...	...	
34	...	Barsi Light . . .	...	...	...	...	
1	(*b*) to (*h*)	Bengal-Nagpur . .	...	...	...	...	
35	(*a*)	Bengal Provincial . .	...	...	...	...	
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	...	...	...	
36	...	Bukhtiarpur-Bihar Light	..	...	...	...	
37	...	Burdwan-Katwa .	...	...	...	...	
38	...	Champaner-Shivrajpur Light.	...	...	...	...	
39	...	Cutch State . . .	...	...	...	...	
40	...	Dehri-Rohtas Light .	...	...	...	...	
41	...	Dholpur-Bari . .	8	Through wire, single line. No token.	800	100	
5	(*h*)	Dhond-Baramati . .	2	Train wire, single line. No token.	600	300	
3	(*c*)	Eastern Bengal . .	...	...	...	...	
5	(*i*)	Ellichpur-Yeotmal .	18	Train wire, single line. No token.	5,400	300	
44	...	Godhra-Lunavada . .	...	...	...	...	
8	(*o*) (*q*) & (*r*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	...	...	
45	...	Jessore-Jhenidah . .	...	...	...	...	
8	(*p*)	Kalka-Simla . . .	...	...	...	...	
47	...	Kolar District . .	...	...	...	...	
48	...	Madaya Light . .	...	...	...	...	
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	18	Train wire, single line. No token.	1,950	150	
22	...	Morvi	...	...	...	...	
49	...	Nadiad-Kapadvanj .	...	...	...	...	
25	(*c*)	Powayan Light . .	...	...	...	...	
50	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	
51	...	Tezpore-Balipara Light .	...	...	...	...	
8	(*s*)	Trans-Indus (Kalabagh-Bannu.)	...	...	...	...	
		2′ 0″ Gauge.					
52	...	Darjeeling-Himalayan .	...	...	...	...	
53	...	Gwalior Light . . .	...	...	...	...	
54	...	Howrah-Amta Light .	...	...	...	...	
55	...	Howrah Sheakhala Light	...	...	...	...	
56	...	Jagadhri Light . .	...	...	...	...	
57	...	Jorhat (Provincial). .	...	...	...	...	
58	...	Kulase-karapatnam-Tissianvillai Light.	...	...	...	...	
5	(*j*)	Matheran Light . .	...	...	...	...	
20	(*f*)	Pipar-Bilara Light .	...	...	...	...	
59	...	Tarikere- Narasimharajapura.	...	...	...	...	
1	(*i*)	Tumsar—Tirodi—Light .	...	...	...	...	
		Total .	3,300	...	33,98,510	...	

APPEN

Value of stores purchased by the Principal Railways during the

A.—Value of stores
B.—Value of imported
C.—Value of stores of

NOTE.—Materials invariably purchased in India such as bricks, lime

Classes.	Bengal-Nagpur.			Bombay, Baroda and Central India.			Eastern Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work ...	...	...	...	17	1	2	...	...	55
(B) Engineer's plant excluding petty tools ...	2	4	1	3	11	2	...	4	...
(C) Workshop Machinery and Heavy Tools.	1,04	38	...	17	18	1	58	14	...
(D) Permanent way :—									
(*a*) Rails	...	2	...	...	..	...	...	...	...
(*b*) Steel sleepers ...	...	...	...	...	...	...	...	...	...
(*c*) Cast iron sleepers	...	...	...	...	..	3,81	...	...	...
(*d*) Chairs and Fastenings	...	1	...	1,67	12	48	21	...	10
(E) Rolling-stock :—									
(*a*) Locomotives and spare parts.	5,24	60	51	1,77	19	1,96	45	13	...
(*b*) Coaching stock ..	...	...	...	...	...	...	4,90	...	...
(*c*) Goods stock ...	...	...	...	...	...	...	2,19	...	64
(*d*) Spare parts Coaching and Goods stock.	6,82	2,18	1,01	2,48	1,43	2,93	27	34	1,40
(*e*) Motor cars ...	...	...	...	11	6	...	...	...	...
(F) Building and Station Materials and Fencing.	...	26	3	19	1,84	42	3	41	1,58
(G) Tools and Stores :—									
(*a*) Tools and Cutlery	...	91	...	23	1,16	19	47	17	7
(*b*) Steel (excluding permanent-way materials)	1	2,88	...	71	6,17	54	1,44	1,28	8
(*c*) Iron (excluding permanent-way materials)	...	2,37	21	43	97	1,06	5	16	24
(*d*) Other metals ...	...	2,68	...	37	2,17	23	11	33	38
(*e*) Coal and Coke ...	...	...	...	...	9	36,12	...	...	19,05
(*f*) Portland cement	...	2	8	1	44	21	...	...	...
(*g*) All other stores	19	17,20	3,83	2,19	19,64	6,88	46	11,14	8,67
(H) Electrical plant and materials	3,28	1,14	...	56	2,04	1	14	1,28	4
Total ...	16,60	30,69	5,68	11,09	36,62	54,89	11,33	15,42	32,80

LIX 24.

financial year 1916-17 showing in thousands of rupees :—

imported direct.
stores purchased in India.
Indian manufacture or of indigenous origin.
and mortar, timber, ballast, etc., etc., are not included.

East Indian.			Madras and Southern Mahratta.			North Western.			Great Indian Peninsula.		
A	B	C	A	B	C	A	B	C	A	B	C
...	...	...	...	...	13	...	...	...	1,71	...	...
22	87	6	13	1	...	26	52	18	13	36	7
35	61	...	23	31	...	78	36	...	4,50	38	...
5,11	9,09	7,00	...	...	8,49	...	5	6,15	13,46	...	1
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	3,10	...	...	6,81	4,66	1	2,74
3	2	12,66	1,17	...	41	5,23	5	2,13	2,55	...	3
62	...	...	1,37	69	1	6,38	46	9	6,22	13	...
...	...	...	22	...	68	2,33	...	...	30	...	...
...	1,90	...	1,38	...	...	27	...	2,27	...	...	...
18,97	2,99	...	4,88	36	9	3,72	23	34	5,30	37	2
...	...	...	...	...	...	2	2	...	...	4	...
58	65	2,24	1,39	1,29	61	3	80	1,25	23	5,25	1,60
76	32	...	59	59	6	19	1,53	65	1,00	61	19
43	41	...	12	2,02	57	1,73	1,83	1,95	1,35	2,19	...
1,59	3,88	8,54	8	3,47	91	...	29	39	...	40	1,11
3,51	1,89	2,22	1,25	2,55	...	33	92	11	15	42	5
1	...	9,21	...	...	40,20	...	...	87,97	...	...	1,11,68
...	...	21	...	...	...	...	...	61	...	47	1,28
2,93	17,80	26,96	2,19	6,89	3,75	1,98	11,90	13,65	10,31	18,00	2115
63	1,17	...	22	34	...	40	2,33	1,06	56	1,29	1
15,74	41,00	69,10	15,22	18,52	59,01	23,68	21,29	1,25,61	52,43	29,02	1,39,94

APPEN

Value of stores purchased by the Principal Railways during the

A.—Value of stores
B.—Value of imported
C.—Value of stores of

NOTE.—Materials invariably purchased in India such as bricks, lime

Classes.	Assam Bengal.			Oudh and Rohilkhund.			South Indian.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work ...	...	1	3	...	...	1	98	23	...
(B) Engineer's plant excluding petty tools.	2	5	3	14	3	2	8	16	1
(C) Workshop Machinery and Heavy Tools.	...	3	...	50	2	...	20	6	...
(D) Permanent-way:—									
(*a*) Rails ...	...	...	...	...	...	...	7,94	5	...
(*b*) Steel sleepers ...	...	...	...	...	...	...	...	...	...
(*c*) Cast iron sleepers	...	...	...	...	...	...	...	...	...
(*d*) Chairs and Fastenings.	...	11	7	2	...	1,53	2,18	8	2,74
(E) Rolling-stock :—									
(*a*) Locomotives and spare parts.	58	33	3	23	10	2	3,83	2	...
(*b*) Coaching stock ...	92	...	...	...	...	...	1,07	...	...
(*c*) Goods stock ...	...	...	64	...	...	...	...	...	...
(*d*) Spare parts Coaching and Goods stock.	35	13	1	94	60	72	8,37	36	...
(*e*) Motor cars ...	...	...	...	...	...	...	25	...	...
(F) Building and Station Materials and Fencing	...	53	7	...	24	1,61	11	51	16
(G) Tools and Stores :—									
(*a*) Tools and Cutlery	...	44	5	5	26	11	4	40	3
(*b*) Steel (excluding permanent-way materials).	...	1,29		2	99	5	48	16	...
(*c*) Iron (excluding permanent-way materials).	...	32	3	...	13	68	25	10	8
(*d*) Other metals ...	...	32	7	...	32	1,14	1	23	5
(*e*) Coal and Coke ..	...	...	6,49	...	...	6,52	—4*	...	28,75
(*f*) Portland cement...	...	93	86	...	3	...	36	36	1
(*g*) All other stores ...	...	2,99	1,09	9	1,90	4,38	1,45	3,50	5,64
(H) Electrical plant and materials.	...	13	...	23	35	3	97	23	4
Total ...	1,87	7,61	9,60	2,22	4,97	16,82	28,53	6,51	37,51

* Represents a refund.

DIX 24—*concld.*

financial year 1916-17 showing in thousands of rupees :—

imported direct.
stores purchased in India.
Indian manufacture or of indigenous origin.
and mortar, timber, ballast, etc., etc., are not included.

Bengal and North-Western.			Burma.			Rohilkhund and Kumaon.			Total expenditure for railways who have reported for 1913-17.		
A	B	C	A	B	C	A	B	C	A	B	C
...	...	...	9	...	...	...	...	...	2,05	25	74
...	...	...	1	...	...	..	5	...	1,04	2,24	40
1	4	...	3	1	..	...	1	...	8,39	2,53	1
...	...	...	...	...	4,86	...	...	...	26,51	9,21	26,51
...	...	...	...	...	...	...	...	1,58	...	...	1,58
...	...	...	...	...	...	..	...	...	4,03	1	16,46
...	..	...	2	...	4	15	...	...	13,26	39	20,19
38	19	1	4,19	9	...	...	15	1	31,26	3,08	2,64
...	..	...	3,04	4	...	6	8	...	12,84	12	68
...	...	...	...	...	...	...	2	...	3,84	1,02	3,55
12	...	...	73	...	...	20	5	...	33,15	9 04	6,52
...	...	...	...	...	...	...	...	...	38	12	...
...	3	1	7	6	1	...	2	...	2,68	21 86	9,59
4	20	3	3	16	...	...	11	2	3,40	2 66	1,40
...	87	1	40	34	...	11	7	...	6,83	20 50	3,33
...	34	7	10	2	...	3	12	...	2,73	14,57	12,32
6	29	1	9	4	...	2	36	...	5,20	15 12	4,25
...	...	5,67	...	...	21,52	...	...	2,34	—3	9	3,75,52
...	...	...	...	26	...	...	1	...	37	2,52	3,26
12	3,17	4,75	73	2,74	3,02	15	74	59	2,19	1,1 ,61	1,04,76
7	6	3	20	32	...	...	10	...	7,25	10 94	1,22
80	5,19	10,59	9,73	4,05	29,45	72	1,89	4,94	2,69,96	2,24 28	5 93,94

† These figures include a total of 26 26 thousand rupees being the cost of materials purchased for supply to overseas forces or stores purchased in replacement of such supplies for all railways except the Burma Railways.

Number of servants of all races employed on each railway system (open lines only) and the

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Number of servants employed.							
			Europeans.		Anglo-Indians.		Indians.		Total.	
Main head.	Sub-head.		1915-16.	1916-17.	1915-16.	1916-17.	1915-16.	1916-17.	1915-16.	1916-17.
1	2	3	4	5	6	7	8	9	10	11
1	...	Bengal-Nagpur	624	610	794	846	40,033	42,349	41,451	43,805
2	...	Bombay, Baroda and Central India	666	621	780	763	58,791	59,128	60,237	60,512
3	...	Eastern Bengal	396	381	600	611	38,404	39,899	39,400	40,891
4	...	East Indian	1,589	1,507	1,379	1,407	98,423	101,466	101,391	104,380
5	...	Great Indian Peninsula	1,492	1,469	1,150	1,269	*94,235	95,753	*96,877	98,491
6	..	Madras and Southern Mahratta	294	280	1,762	1,888	43,229	45,195	45,285	47,363
7	...	Nizam's Guaranteed State	103	105	335	325	11,672	11,551	12,110	11,981
8	.	North Western	1,169	1,087	761	697	92,452	91,309	94,382	93,093
9	...	Oudh and Rohilkhand	240	222	365	369	25,171	24,614	25,776	25,205
10	...	South Indian	209	184	1,267	1,152	26,051	25,871	27,527	27,207
11	...	Assam-Bengal	57	57	223	229	8,767	9,320	9,047	9,606
12	...	Bengal and North-Western	126	123	228	198	23,384	23,009	23,748	23,330
13	..	Bengal Doars	7	7	4	4	1,557	1,664	1,568	1,675
14	..	Bhavnagar State	2	2	16	13	2,098	1,970	2,116	1,985
15	...	Burma	142	126	591	409	17,909	18,614	18,642	19,239
17	...	Dibru-Sadiya	13	14	...	...	1,989	2,008	2,002	2,022
18	...	Gondal-Porbandar State	2	1	12	12	1,658	1,777	1,672	1,790
19	...	Jamnagar	2	1	...	...	320	319	322	320
20	...	Jodhpur-Bikaner	17	18	13	17	7,816	7,622	7,846	7,657
21	...	Junagad State	1	1	6	4	823	803	830	808
22	...	Morvi	...	...	...	...	503	516	503	516
25	...	Rohilkund and Kumaon	48	32	26	32	4,585	4,549	4,659	4,613
26	...	Udaipur-Chitorgarh	2	1	...	...	366	366	368	367
30	...	Arrah-Sasaram Light	1	1	2	2	287	292	290	295
31	...	Bangalore-Chik Ballapur Light‡‡	1	...	5	3	166	452	172	455
32	...	Bankura-Damoodar River	...	2	...	2	...	440	...	444
33	..	Baraset-Basirhat Light	...	...	2	2	409	383	411	385
34	...	Barsi Light	5	6	43	43	982	960	1,030	1,009
35	...	Bengal Provincial	...	...	1	1	270	277	271	278
36	..	Bukhtiarpur-Bihar Light	...	1	2	1	192	186	194	188
37	...	Burdwan-Katwa	3	...	3	2	274	400	280	402
38	...	Champaner-Shivrajpur Light§	2	2	...	...	463	537	465	539
39	...	Cutch State	1	1	...	...	199	181	200	182
40	...	Dehri-Rohtas Light	1	1	...	...	203	208	204	209
41	...	Dholpur-Bari	1	1	...	...	218	234	219	23
44	...	Godhra-Lunavada	¶	¶	¶	¶	¶	¶	¶	...
45	...	Jessore-Jhenidah	4	...	4	1	306	272	314	273
47	...	Kolar District	††	††	††	††	††	††	††	††
48	...	Madaya Light	‡	‡	‡	‡	‡	‡	‡	
49	...	Nadiad-Kapadvanj	¶	¶	¶	¶	¶	¶	¶	
50	...	Shahdara (Delhi)-Saharanpur Light	4	3	1	1	627	625	632	630
51	..	Tezpore-Balipara Light	3		1	1	283	299	287	303
52	...	Darjeeling-Himalayan	27	27	21	22	1,951	1,886	1,999	1,935
53	...	Gwalior Light	3	3	1	1	522	522	526	526
54	..	Howrah-Amta Light	5	4	10	4	834	840	849	848
55	...	Howrah-Sheakhala Light	...	...	...	...	205	183	205	183
56	...	Jagadhri Light	...	...	...	...	45	40	45	40
57	...	Jorhat (Provincial)	1	1	...	...	187	177	188	178
58	..	Kulasekarapatnam-Tissian villai Light	1	1	4	4	60	90	65	95
59	...	Tarikere-Narasimharajapura	††	††	††	††	††	††	††	††
		Total	7,274	6,907	10,412	10,425	6,07,919	6,19,156	6,25,605	6,36,488

DIX 25.

amounts deposited by them in the Provident Fund at the close of the financial year 1916-17.

Number of depositors in the Provident Fund.		Amount at credit in the Provident Fund on the 31st March 1917, including interest to that date.				Remarks.
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit.	
12	13	14	15	16	17	18
		Rs.	Rs.	Rs.	Rs.	
797	7,751	4,04,074	49,89,922	17,14,067	1,01,08,063	*Revised.
613	9,779	1,90,965	78,26,448	74,79,147	1,54,96,560	
465	8,750	74,017	38,92,677	33,24,767	72,91,461	
6,612	18,653	†	†	†	2,52,01,801	† Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.
...	14,099	...	†	†	2,17,63,424	
...	14,057	...	66,36,752	43,77,689	1,10,14,441	
...	2,296	...	14,03,087	13,14,210	27,17,297	
796	14,648	1,78,780	88,51,176	80,19,498	1,70,49,454	
136	4,054	34,398	23,86,302	21,41,964	45,12,664	
72	6,732	57,330	33,67,108	30,45,814	64,70,252	
21	1,657	5,950	8,98,385	6,16,110	15,30,445	
7	2,945	698	13,81,413	13,27,534	27,09,645	
...	223	14	1,02,656	66,988	1,69,658	
151	331	20,660	1,81,038	1,59,535	3,61,233	
...	3,777	...	27,69,191	24,31,991	52,01,182	
...	...	...	...	...	...	
29	319	7,438	77,503	67,490	1,52,431	
13	69	1,862	18,758	17,710	38,330	
138	1,047	34,447	3,32,997	3,08,395	6,75,839	
50	177	4,406	40,704	36,679	81,789	
...	207	...	34,077	4,112	38,189	
2	748	2,179	3,29,193	3,18,222	6,49,534	
...	55	...	16,934	21,040	37,974	
...	40	...	7,077	5,752	12,829	
...	139	...	2,975	2,264	5,239	‡ Information not available ‡‡ Includes Kolar District and Tarikere-Narasimharajapura railways.
...	...	...	...	...	...	
...	95	...	10,135	10,475	20,610	
...	273	...	53,818	52,143	1,05,961	
...	90	...	15,920	7,216	23,136	
...	36	...	4,075	4,390	8,465	
..	...	...	...	...	...	
...	114	‖23,018	8,784	11,451	43,253	§ Includes the Godhra-Lunavada and Nadiad-Kapadvanj railways. ‖Contributions by a depositor who has since become a compulsory depositor.
...	...	...	...	...	...	
...	...	...	...	...	...	
... ¶	... ¶	... ¶	... ¶	... ¶	... ¶	¶Included with the Champaner-Shivrajpur Light railway.
... ††	... ††	... ††	... ††	... ††	... ††	†† Included with the Bangalore-Chik Ballapur Light railway.
¶ ‡‡	¶ ‡‡	¶ ‡‡	¶ ‡‡	¶ ‡‡	¶ ‡‡	
...	122	...	39,715	40,212	79,927	
...	...	...	...	...	...	
...	431	...	1,70,807	**1,50,586	3,21,393	**Includes interest on compulsory deposits and bonus.
...	60	...	6,681	1,162	7,843	
...	290	...	55,777	43,287	99,064	
...	24	...	3,120	3,703	6,823	
...	...	...	...	...	...	
6	42	1,064	21,942	13,463	36,469	
... ††	... ††	... ††	††	... ††	... ††	
9,908	1,14,130	10,41,300	4,58,87,087	4,01,39,066	13,40,32,678	

APPENDIX 26.

Number of men enrolled in Railway Volunteer Corps on the 31st March 1917.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Corps.	Enrolled Strength.							Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of *all nationalities* in corps, including those on construction work.	Total number of European and Anglo-Indian employés on open lines of railway.	Sergeant Instructors furnished by the Army.	
Main head.	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
1	2	3	4	5	6	7	8	9	10	11
1	...	Bengal-Nagpur —								
		First and Second Battalions, Bengal-Nagpur Railway Volunteer Rifles	48	150	1,175	8	1,381	1,456	10	
2	...	Bombay, Baroda and Central India—								
		First and Second Battalions, Bombay, Baroda and Central India Railway Volunteer Rifles...	73	170	1,136	7	1,386	1,384	14	
3	...	Eastern Bengal—								
		Eastern Bengal Railway Volunteer Rifles	33	58	667	11	769	992	5	
4	...	East Indian—								
		East Indian Railway Volunteer Rifles	99	317	2,229	24	2,609	2,914	17	
5	...	Great Indian Peninsula—								
		First and Second Battalions, Great Indian Peninsula Railway Volunteer Rifles...	53	262	1,711	32	2,058	2,787	12	
6	...	Madras and Southern Mahratta—								
		First and Second Battalions, Madras and Southern Mahratta Railway Volunteer Rifles ...	56	206	1,932	3	2,197	2,168	17	
7	...	Nizam's Guaranteed State—								
		Hyderabad Volunteer Rifles ...	14	34	219	...	267	430	2	
8	...	North Western—								
		First and Second Battalions, North Western Railway Volunteer Rifles	43	148	1,244	5	1,440	1,784	10	
9	...	Oudh and Rohilkhand —								
		Oudh and Rohilkhand Railway Volunteer Rifles	27	71	461	19	578	591	4	
		United Provinces Horse, Oudh Squadron	2	...	1	...	3		...	
10	..	South Indian—								
		South Indian Railway Volunteer Rifles	42	108	992	6	1,148	1,386	9	
11	...	Assam-Bengal—								
		Assam-Bengal Railway Volunteer Rifles	29	47	229	...	305	286	4	
12	...	Bengal and North-Western—								
		Bengal and North-Western Railway Volunteer Rifles ...	17	41	197	1	256	321	1	* One enrolled in the Bihar Light Horse.
		United Provinces Horse ...	2	*4	10	1	*17		...	
		Carried over ...	538	1,616	12,203	117	14,474	16,399	108	

APPENDIX 26—*concld.*

Number of men enrolled in Railway Volunteer Corps on the 31st March 1917.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Corps.	Enrolled strength.					Total number of European and Anglo-Indian employés on open lines of railway.	Sergeant Instructors furnished by the Army.	Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of *all nationalities* in corps, including those on construction work.			
Main head	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
1	2	3	4	5	6	7	8	9	10	11
		Brought forward ...	538	1,616	12,203	117	14,474	16,399	108	
13	...	Bengal Dooars—								
		Northern Bengal Mounted Rifles, C. and G. Squadrons ...	1	...	8	...	9	11	...	
15	...	Burma—								
		Burma Railways Volunteer Corps	57	68	529	9	663	625	9	
17	...	Dibru Sadyia—								
		Assam Valley Light Horse ...	1	2	2	...	5	14	...	
20	...	Jodhpur-Bikaner—								
		Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	1	8	25	...	34	35	...	
25	...	Rohilkund and Kumaon—								
		Bengal and North-Western Railway Volunteer Rifles	5	4	36	...	45	64	...	
26	...	Udaipur-Chitorgarh—								
33	...	*Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles* ...	...	1	...	...	1	1	...	
		Baraset-Basirhat Light—								
		Northern Bengal Mounted Rifles...	...	...	1	...	1	2	...	
34	...	Barsi Light—								
		Poona Volunteer Corps ...	1	2	36	1	40	49	...	
35	...	Bengal Provincial—								
		East Indian Railway Volunteer Rifles	...	...	1	...	1	1	...	
38	...	Champaner-Shivrajpur Light—								
		Great Indian Peninsula Railway Volunteer Rifles	1	...	...	...	1	2	...	
40	...	Dehri Rohtas Light—								
		Bihar Light Horse	...	...	1	...	1	1	...	
50	...	Shahdara (Delhi)-Saharanpur Light—								
		North Western Railway Volunteer Rifles	...	...	2	...	2	5	...	
52	...	Darjeeling-Himalayan—								
		Northern Bengal Mounted Rifles, "A" and "B" Troops ...	1	4	27	...	32	49	...	
54	...	Howrah-Amta Light—								
		Calcutta Scottish Volunteer Corps.	...	...	1	...	1	8	...	
		Jorhat (Provincial)—								
57	...	*Assam Valley Light Horse, "D." Troop*	...	...	1	...	1	1	...	
		Total ...	606	1,705	12,873	127	15,311	17,267	117	

APPEDIX 27.

Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the financial year 1916-17.

Classification No. of Railway (detailed in "Index" to Appendix 1).		Railway system.	Number of Subordinate officers of (*i*) Government and (*ii*) Railway Police.	Number of (*i*) Government Constables and (*ii*) Railway Watchmen.	Portion of the total annual cost borne by the Railway Administration.				Cost of total force to the Railway Administration.		Remarks.
Main head.	Sub-head.				Supervision.	(*i*) Government Constables and (*ii*) Railway Watchmen.	Contingencies.	Total cost to the railway.	Per mile open.	Per train mile.	
1	2	3	4	5	6	7	8	9	10	11	12
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	...	Bengal-Nagpur . .	34	1,234	63,664	96,832	19,291	1,79,787	64·32	0·02	
2	...	Bombay, Baroda and Central India.	184	2,871	1,16,587	2,62,576	38,059	4,17,222	110·32	0·02	
3	...	Eastern Bengal .	162	1,327	2,586	94,434	1,117	98,137	55·44	0·01	
4	...	East Indian . .	108	2,951	1,09,998	2,71,796	87,548	4,68,442	159·77	0·02	
5	(*a*) to (*g*).	Great Indian Peninsula	53	1,634	1,03,429	1,71,480	34,362	3,09,271	99·47	0·01	
6	...	Madras and Southern Mahratta.	62	2,053	48,032	2,43,714	40,375	3,32,121	104·80	0·05	
7	...	Nizam's Guaranteed State.	12	495	29,056	87,980	5,971	1,23,007	137·36	0·05	
8	...	North Western .	...	2,382	...	2,86,624	1,927	2,88,551	53·00	0·01	
9	...	Oudh and Rohilkhand	...	598	...	52,691	2,342	55,033	33·93	0·01	
10	...	South Indian . .	...	446	...	2,16,485	...	2,16,485	121·09	0·02	
11	...	Assam-Bengal . .	18	421	25,619	34,710	10,910	71,239	86·55	0·04	
12	...	Bengal and North-Western.	54	724	4,521	56,685	3,290	64,496	31·40	0·01	
13	...	Bengal Dooars . .	1	29	...	2,508	...	2,508	16·40	0·01	
14	...	Bhavnagar State . .	17	77	...	...	...	20,833	84·07	0·04	
15	...	Burma . . .	62	603	69,556	85,193	26,402	1,81,151	113·53	0·03	
17	...	Dibru-Sadiya . .	1	9	1,680	4,920	60	760	66·96	0·02	
18	...	Gondal-Porbandar State	16	60	...	15,788	...	15,788	68·22	0·03	
19	...	Jamnagar . . .	1	10	...	...	...	2,801	55·69	0·03	
20	...	Jodhpur-Bikaner .	8	171	4,373	21,534	1,194	27,001	20·30	0·01	
21	...	Junagad State . .	6	20	1,190	3,600	3,321	8,111	67·09	0·04	
22	...	Morvi	7	26	1,255	4,603	1,200	7,058	76·03	0·03	
25	...	Rohilkund and Kumaon	10	261	1,524	18,718	1,680	21,922	38·38	0·02	
31	...	Bangalore—Chik Ballapur Light.*	6	41	...	...	...	4,645	47·04	0·06	* Including Kolar District railway.
34	...	Barsi Light . . .	...	41	625	3,631	55	4,311	37·00	0·02	
38	...	Champaner-Shivrajpur Light.	...	2	...	245	...	245	7·56	0·01	
40	...	Dehri-Rohtas Light .	...	8	672	...	...	672	28·15	...	
41	...	Dholpur-Bari . .	...	8	...	454	...	454	12·48	0·01	
44	...	Godhra-Lunavada .	...	4	...	518	...	518	20·35	0·02	
47	...	Kolar District† . .	...	...	...	...	...	...	...	...	† Included with the Bangalore-Chik Ballapur Light way.
49	...	Nadiad-Kapadvanj .	...	10	...	1,369	...	1,369	48 87	0·03	
52	...	Darjeeling Himalayan.	...	9	...	1,259	...	1,259	...	...	
53	...	Gwalior Light . .	1	7	4,780	..	72	4,852	19·41	0·01	
56	...	Jagadhri Light . .	...	3	...	300	...	300	99·00	0·02	

APPENDIX 28.

Transactions of the Fine Funds for the financial year 1916-17.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway System.	Assets.				Disbursements.						Balance on 31st March 1917.
Main head.	Sub-head.		Balance on 31st March 1916.	Fines and bonus forfeited during 1916-17.	Interest on balance.	Total.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	Bengal-Nagpur .	44,855	22,710	1,475	69,040	3,734	1,957	2,355	13,365	6,356	27,767	41,273
2	...	Bombay, Baroda and Central India .	8,651	12,296	258	21,205	200	2,631	4,289	2,369	9,754	19,243	1,962
3	...	Eastern Bengal . .	4,620	12,076	93	16,789	...	...	...	12,924	2,704	15,628	1,161
4	...	East Indian . .	*94,215	44,178	3,338	1,41,731	2,000	1,376	6,900	8,643	14,642	33,561	108,170
5	...	Great Indian Peninsula	17,871	36,095	327	54,293	...	1,497	2,048	7,905	29,995	41 445	12,848
6	...	Madras and Southern Mahratta . .	26,344	8,873	829	36,046	100	512	663	...	2,782	4,057	31989
7	...	Nizam's Guaranteed State . . .	29,619	1,846	1,254	32,719	...	...	...	1,805	1,104	2,949	29,810
8	...	North Western . .	*32,710	34,358	1,094	68,212	300	300	1,910	13,089	14,963	30,562	37,680
9	...	Oudh and Rohilkhand	18,425	8,406	633	27,464	...	...	9,832	370	3,228	13,430	14,034
10	...	South Indian . .	52,332	3,913	4,243	60,538	...	2,133	3,630	648	236	6,647	53,891
11	...	Assam-Bengal . .	13,779	8,602	†—232	22,149	...	125	2,608	2,986	1,008	6,727	15,422
12	...	Bengal and North-Western . . .	2,30,180	17,264	7,442	2,63,886	...	276	1,760	4,655	9,861	16,552	2,47,334
13	...	Bengal Dooars . .	4,734	2,544	181	7,459	...	...	600	3,737	...	4,337	3,122
14	...	Bhavnagar State .	2,644	267	82	2,993	...	...	...	...	202	202	2,791
15	...	Burma . . .	6,074	11,659	...	17,733	...	...	75	2,478	6,406	8,959	8,774
18	...	Gondal-Porbandar State	2,239	1,363	100	3,702	...	...	...	...	24	24	3,678
19	...	Jamnagar . .	730	42	23	795	...	...	...	...	...	...	795
20	...	Jodhpur-Bikaner .	21,020	7,001	535	28,556	4,888	1,000	2,952	2,467	4,281	15,588	12,968
21	...	Junagad State . .	1,043	216	35	1,294	...	...	...	...	2	2	1,292
22	...	Morvi . . .	1,502	344	...	1,846	..	...	138	...	...	138	1,708
25	...	Rohilkund and Kumaon	58,214	3,374	1,819	63,607	...	...	...	1,419	1,383	2,802	60,805
26	...	Udaipur-Chitorgarh .	890	91	...	981	...	...	...	...	...	...	981
31	...	Bangalore-Chik Ballapur Light and Kolar District.	78	128	...	206	...	...	...	...	...	...	206
34	...	Barsi Light . .	910	272	...	1,182	...	...	...	183	...	183	999
35	...	Bengal Provincial .	31	14	...	45	...	...	...	...	2	2	43
38	...	Champaner-Shivrajpur Light, Godhra-Lunavada and Nadiad-Kapadvanj . .	208	53	...	261	...	...	...	...	16	16	245
40	...	Dehri-Rohtas Light .	105	102	...	207	...	...	...	...	...	...	207
41	...	Dholpur-Bari . .	188	98	...	286	...	...	...	...	96	96	190
50		Shahdara (Delhi) Saharanpur Light.	...	376	...	376	...	...	...	...	133	133	243
51	...	Tezpore-Balipara Light	14	120	...	134	...	...	...	...	61	61	73
52	...	Darjeeling-Himalayan	*285	799	...	1,084	...	...	...	...	...	...	1,084
56	...	Jagadhri Light . .	154	40	...	194	...	...	...	...	...	...	194
57	...	Jorhat (Provincial) .	635	144	19	798	...	...	...	...	152	152	646

* Revised figures.
† Due to heavy depreciation in securities.

APPEN

Railway and Railway-aided schools on

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.		Railway						In
				Number of schools.	Attendance.				Balance of funds in hand on the 31st March 1916.	Government grant.
					Children.		Apprentices and workmen.			
Main head.	Sub-head.				Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.		
1	2	3		4	5	6	7	8	9	10
									Rs.	Rs.
1	...	Bengal-Nagpur	European ...	11	494	403	10	9	22,166	19,808
			Indian ...	20	1,288	1,093	957	277	17,089	9,751
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India	European ...	4	91	74	7	4	2,123	1,654
			Indian ...	3	150	112	2	2	934	210
3	...	Eastern Bengal	European ...	...	...	...	..	...	...	...
			Indian ...	10	264	222	666	288	...	...
4	...	East Indian	European ...	26	1,110	996	118	89	26,956	44,131
			Indian ...	74	3,455	2,649	5,645	2,126	33,120	13,535
5	...	Great Indian Peninsula ...	European ...	8	433	329	...	...	...	12,290
			Indian ...	...	...	...	...	...	...	...
6	...	Madras and Southern Mahratta...	European ...	19	759	589	...	...	...	11,398
			Indian ...	5	489	358	6	6	...	1,862
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	European ...	2	42	42	...	...	1,282	...
			Indian ...	2	81	66	...	...	555	...
8	...	North Western	European ...	2	68	55	72	47	4,347	5,127
			Indian ...	26	74	59	2,667	639	6,037	...
9	...	Oudh and Rohilkhand ...	European ...	6	98	81	30	23	1,267	880
			Indian ...	4	14	10	30	19	...	...
10	(*a*), (*k*) & (*l*)	South Indian	European ...	3	147	112	...	...	...	2,156
11		Assam-Bengal	Indian ...	4	314	241	...	...	*563	1,300
12	...	Bengal and North-Western ...	European ...	3	49	41	...	...	4,337	1,581
			Indian ...	...	...	...	...	...	...	...
13	...	Bengal Dooars	Indian ...	...	...	...	...	...	...	...
14	...	Bhavnagar State	Indian ...	2	56	40	...	...	286	...
2	(*f*) to (*l*)	Bombay, Baroda and Central India	European ...	9	256	199	40	34	3,937	5,810
			Indian ...	6	445	309	55	50	3,624	2,370
15	...	Burma	European ...	3	92	73	...	...	286	2,996
			Indian ...	2	175	180	30	21	2,011	4,816
17	...	Dibru-Sadiya	Indian ...	1	181	163	...	...	...	...
18	...	Gondal-Porbandar State ...	Indian ...	1	119	85	...	...	...	...
20	...	Jodhpur-Bikaner	Indian ...	4	118	90	...	...	...	...
7	(*c*) to (*e*)	Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	European ...	3	123	89	...	...	2,680	...
			Indian ...	2	64	50	78	14	773	...
22	...	Morvi	Indian ...	1	28	26	...	...	...	...
10	(*b*) to (*j*)	South Indian	European ...	4	307	241	...	...	...	3,620
		Total		270	11,384	9,077	10,413	3,648	1,34,423	1,45,295

DIX 29.

the 31st March 1917.

SCHOOLS.							RAILWAY-AIDED SCHOOLS.						
COME.								AVERAGE DAILY ATTENDANCE.		RAILWAY GRANT.			
Railway grant.													
From Revenue.	From the Fine Fund.	School fees.	Miscellaneous receipts.	Total income.	Total expenditure.	Balance in hand on the 31st March 1917.	Number of schools.	Children.	Apprentices and workmen.	From Revenue.	From the Fine Fund.	Total.	REMARKS.
11	12	13	14	15	16	17	18	19	20	21	22	23	24
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	Rs.	
13,857	155	15,188	7,633	78,807	59,515	19,292	51	476	...	2,502	...	2,502	
14,964	2,200	10,005	2,152	56,161	37,048	19,113	...	...	...	...	...	...	
7,061	...	2,173	1,099	14,110	12,398	1,712	21	52	...	2,195	...	2,195	
765	408	184	4	2,505	1,391	1,114	...	...	...	...	...	...	
...	...	...	...	...	...	...	10	213	...	11,394	...	11,394	
3,621	...	...	...	3,621	3,621	...	19	918	...	3,144	...	3,144	
26,101	...	1,29,766	15,332	2,42,286	2,16,032	26,254	7	550	...	3,372	...	3,372	
4,530	5,842	28,413	10,962	96,402	63,282	33,120	5	840	...	...	1,058	1,058	
61,796	2,048	8,715	1,508	86,357	86,357	...	13	428	...	6,025	...	6,025	
...	...	...	...	...	...	...	8	475	...	2,331	...	2,331	
31,647	...	7,984	3 281	54,310	54,310	...	7	110	...	3,920	663	4,583	
3,384	...	1,469	280	6,995	6,995	...	3	165	...	339	...	339	
2,054	...	430	...	3,736	2,064	1,702	...	...	...	...	...	...	
1,644	...	263	...	2,462	1,640	822	...	...	...	...	...	...	
5,062	...	549	1,215	16,300	10,135	6,165	29	843	...	44,590	1,910	46,500	
8,940	..	...	...	15,027	7,720	7,307	7	272	9	5,178	...	5,178	
8,330	680	1,574	319	13,050	11,606	1,444	19	299	...	11,774	8,037	19,811	* Revised figures.
638	...	..	...	638	638	...	4	207	...	1,117	1,115	2,232	
4,305	115	776	435	7,787	7,787	...	3	230	...	677	1,606	2,283	
...	2,508	1,574	633	6,378	5,469	909	1	12	...	...	300	300	
1,760	1,760	1,050	237	10,725	6,491	4,324	...	...	...	...	...	...	
...	...	...	...	...	...	...	2	100	..	284	...	284	
...	...	...	...	...	...	...	2	60	...	480	600	1,080	
420	...	90	...	796	420	376	...	...	...	...	...	...	
10,098	2,886	7,338	998	30,947	25,300	5,647	24	113	...	7,973	180	8,153	
3,664	235	2,460	117	12,410	9,955	2,455	4	815	...	1,598	600	2,198	
984	50	3,210	...	7,526	6,333	1,193	17	49	...	1,276	...	1,276	
1,983	25	3,109	35	11,979	10,677	1,302	56	202	...	3,327	...	3,327	
360	...	1,603	...	1,963	2,041	—78	...	...	...	...	...	...	
401	...	345	...	746	746	...	...	...	...	...	...	...	
...	2,592	...	...	2,592	2,592	...	1	27	...	...	360	360	
3,764	...	863	...	7,307	3,750	3,557	3	273	...	892	...	892	
1,430	...	225	...	2,428	1,445	983	9	695	...	1,577	...	1,577	
...	138	..	...	138	138	...	...	...	...	...	...	...	
6,729	258	1,473	19	12,099	12,099	...	3	369	10	986	1,651	2,637	
2,30,292	21,080	2,30,769	46,159	8,08,618	6,69,905	1,38,713	328	8,823	19	1,16,951	18,080	135,031	

APPEN

Number of persons reported, during the twelve months ended the 31st March 1917 as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number.	1	2 (a) to (l).	3 (a) to (e).	4
		Killed and injured.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.
	PASSENGERS.					
	From accidents to trains, etc.—See Appendices 31 and 32	Killed	...	1	...	1
		Injured	6	14	5	36
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.					
1	From falling between trains and platforms ...	Killed	2	1	...	13
		Injured	1	6	1	19
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed	3	3	2	...
		Injured	13	18	3	9
3	Whilst crossing the line at stations ...	Killed	...	4	1	2
		Injured	...	3	1	1
4	By closing of carriage doors	Killed	...	...	...	...
		Injured	..	2	...	...
5	Falling out of carriages during the travelling of trains.	Killed	8	13	8	17
		Injured	31	125	21	54
6	Other accidents	Killed	...	...	1	3
		Injured	1	12	1	4
	TOTAL ...	Killed	13	21	12	34
		Injured	46	166	27	87
	TOTAL PASSENGERS ...	Killed	13	22	12	35
		Injured	52	180	32	123
	SERVANTS.					
	From accidents to trains, etc.—See Appendices 31 and 32.	Killed	2	1	5	5
		Injured	17	8	7	29
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.					
1	Whilst coupling or uncoupling vehicles ..	Killed	1	2	...	5
		Injured	6	7	...	18
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	1	...	...	...
		Injured	3	1	1	...
3	Whilst passing over or standing upon buffers during shunting.	Killed	1	...	...	...
		Injured	1	...	...	...
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed	2	1	...	4
		Injured	5	6	1	12
5	Whilst braking, spragging, or chocking wheels	Killed	...	...	...	1
		Injured	...	...	1	4
6	Whilst attending to ground points, marshalling trains, etc.	Killed	...	...	...	1
		Injured	1	...	1	...
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	...	...	...	...
		Injured	2	...	...	...
8	By other accidents during shunting operations not included in the preceding.	Killed	...	...	4	1
		Injured	1	...	10	7
	Carried over ...	Killed	5	3	9	12
		Injured	19	14	14	41

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or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

5 (*a*) to (*g*).	6	7	8 (*a*) to (*o*) and (*q*) to (*t*).	9	10	11	12	Serial number.
Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.	
...	2	...	10	...	...	...	...	
42	39	17	37	..	32	...	...	...
3	...	...	...	2	1	...	1	
...	...	1	1	11	...	..	1	1
3	...	...	11	...	3	...	1	
1	6	...	34	5	2	...	2	2
5	...	...	8	1	...	..	3	
1	...	...	4	2	...	...	9	3
...	...	...	...	...	...	...	...	
...	...	...	...	1	...	...	...	4
15	4	...	43	5	6	1	2	
22	23	7	164	31	51	6	44	5
1	1	...	6	...	3	...	..	
8	7	...	7	1	3	...	...	6
27	5	...	68	8	13	1	7	
32	36	8	210	51	56	6	56	...
27	7	...	78	8	13	1	7	
74	75	25	247	51	88	6	56	..
1	2	...	3	...	...	...	...	
21	11	2	10	1	8	1	4	..
6	2	...	5	1	2	...	...	
12	7	1	4	3	...	4	...	1
...	...	...	1	...	...	...	...	
2	..	1	...	...	...	...	...	2
...	...	...	4	...	...	...	...	
...	2	2	4	1	...	1	...	3
3	1	...	2	1	...	1	1	
...	3	...	4	1	1	...	2	4
...	...	...	1	...	..	...	...	
...	...	...	2	1	...	...	...	5
...	...	...	...	...	1	...	1	
3	...	...	1	...	...	...	2	6
...	...	...	...	...	...	...	...	
...	...	...	1	...	...	...	...	7
7	2	1	6	...	1	...	1	
9	6	2	9	3	2	...	5	8
16	5	1	19	2	4	1	3	
26	18	6	25	9	3	5	9	...

APPEN

Number of persons reported, during the twelve months ended the 31st March 1917, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number.	1	2 (a) to (l)	3 (a) to (e).	4
		Killed and injured.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.
	SERVANTS - *concld.*					
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—*concld.*					
	Brought forward ...	Killed ...	5	3	4	12
		Injured ...	19	14	14	41
9	From falling off engines, etc., during the travelling of trains.	Killed ...	...	...	...	1
		Injured ...	2	...	1	8
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed ...	...	...	...	...
		Injured ...	...	...	...	...
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed ...	...	...	1	1
		Injured ...	5	4	3	5
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed ...	...	1	...	...
		Injured ...	1	1	...	...
13	Whilst working on the permanent-way, sidings, etc.	Killed ...	...	...	...	10
		Injured ...	...	...	1	12
14	Whilst attending to gates at level-crossings ...	Killed ...	...	1	...	1
		Injured ...	...	1	2	1
15	Whilst walking, crossing, or standing on the line on duty.	Killed ...	7	8	11	35
		Injured ...	10	9	6	34
16	From being caught between vehicles ...	Killed ...	...	1	5	1
		Injured ...	...	...	2	2
17	From falling or being caught between trains and platforms, walls, etc.	Killed ...	...	...	1	...
		Injured ...	3	1	1	2
18	Whilst walking, etc., on the line on the way home or to work.	Killed ...	5	1	...	5
		Injured ...	4	...	...	4
19	Miscellaneous	Killed ...	1	12	7	10
		Injured ...	4	15	11	35
	TOTAL ...	Killed ...	18	27	29	76
		Injured ...	48	45	41	144
	TOTAL SERVANTS ...	Killed ...	20	28	34	81
		Injured ...	65	53	48	173
	OTHERS.					
1	Whilst passing over the railway at level crossings.	Killed ...	12	6	3	
		Injured ...	7	...	1	3
2	Trespassers	Killed ...	115	96	146	245
		Injured ...	22	64	60	68
3	Suicides	Killed ...	43	18	2	43
		Injured ...	2	1	...	5
4	Miscellaneous	Killed ...	56	...	3	3
		Injured ...	6	1	...	10
	TOTAL OTHERS ...	Killed ...	226	120	154	293
		Injured ...	37	66	61	86
	TOTAL ALL CLASSES ...	Killed ...	259	170	200	409
		Injured ...	154	299	141	382

DIX 30—*contd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

5 (*a*) to (*g*).	6	7	8 (*a*) to (*o*) and (*q*) to (*t*).	9	10	11	12	Serial number.
Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam Bengal.	Bengal and North-Western.	
16	5	1	19	2	4	1	3	
26	18	6	25	9	3	5	9	
5	2	...	5	...	1	...	...	9
9	2	...	18	5	2	...	1	
1	...	...	4	...	...	...	...	10
6	1	...	7	...	...	...	...	
3	3	1	5	...	2	...	...	11
9	3	2	6	3	2	...	...	
1	...	...	...	...	1	...	...	12
13	...	1	1	...	1	...	...	
7	...	...	6	1	...	...	...	13
6	1	3	3	3	...	...	1	
2	1	...	3	2	1	...	...	14
2	...	1	...	...	1	...	...	
31	5	2	28	1	2	1	...	15
16	2	2	18	2	1	1	...	
6	1	...	...	1	...	...	...	16
5	...	1	...	1	...	1	...	
1	1	...	...	3	2	...	...	17
2	2	...	...	5	1	...	1	
...	...	...	7	4	...	...	...	18
2	...	...	2	2	...	...	1	
...	2	1	10	3	8	1	...	19
6	12	3	20	4	5	3	...	
73	20	5	87	17	21	3	3	
102	41	19	100	34	16	10	13	
74	22	5	90	17	21	3	3	
123	52	21	110	35	24	11	17	
2	3	...	9	...	6	...	2	1
2	7	...	8	...	1	...	4	
147	81	7	154	88	50	40	101	2
24	23	2	44	22	15	13	43	
14	20	...	22	28	19	...	17	3
1	...	...	...	...	...	...	...	
3	...	1	2	2	4	1	1	4
1	1	3	...	2	...	1	1	
166	104	8	187	118	79	41	121	
28	31	5	52	24	16	14	43	
267	133	13	355	143	113	45	131	
225	158	51	409	110	128	31	121	

Number of persons, reported, during the twelve months ended the 31st March 1917, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number.	13	14	15	17	18	19
		Killed and injured.	Bengal Dooars.	Bhavnagar State.	Burma.	Dibru Sadiya.	Gondal-Porbandar State.	Jumnagar.
	PASSENGERS.							
...	From accidents to trains, etc.—See Appendices 31 and 32.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	4	...	...	...
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.							
1	From falling between trains and platforms ...	Killed ...	...	..	4	...	...	...
		Injured ...	...	...	3	...	...	...
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed ...	...	...	1	...	...	—
		Injured ...	...	...	3	...	...	...
3	Whilst crossing the line at stations ...	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
4	By closing of carriage doors	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
5	Falllig out of carriages during the travelling of trains.	Killed ...	...	...	5	...	...	...
		Injured ...	1	2	17	...	6	...
6	Other accidents	Killed ...	3	...	...	...	...	...
		Injured ...	1	...	...	...	...	...
	TOTAL ...	Killed ...	3	...	10	...	...	...
		Injured ...	2	2	23	...	6	...
	TOTAL, PASSENGERS ...	Killed ...	3	...	10	...	...	...
		Injured ...	2	2	27	...	6	...
	SERVANTS.							
...	From accidents to trains, etc.—see Appendices 31 and 32.	Killed ...	...	...	3	...	...	...
		Injured ...	...	...	5	...	...	...
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.							
1	Whilst coupling or uncoupling vehicles ...	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	4	...	...	...
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
3	Whilst passing over or standing upon buffers during shunting.	Killed ...	...	...	1	..	...	...
		Injured ...	...	...	...	...	1	...
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed ...	...	...	1	...	...	...
		Injured ...	...	...	4	...	1	...
5	Whilst braking, spragging, or chocking wheels	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	1	...	...	...
6	Whilst attending to ground points, marshalling trains, etc.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
8	By other accidents during shunting operations not included in the preceding.	Killed ...	...	...	1	...	...	...
		Injured ...	...	...	1	..	...	...
	Carried over ...	Killed ...	...	...	3	...	...	...
		Injured ...	...	...	10	...	2	...

DIX 30—*contd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable the nature and causes of the death or injury.

20 (*a*) to (*e*).	21	22	25	26	2' 6" and 2' 0" gauge lines worked indepedently and not included in the previous railway systems.		TOTAL ALL GAUGES.		Serial number.
Jodhpur-Bikaner.	Junagad State.	Morvi.	Rohilkund and Kumaon.	Udaipur-Chitorgarh.	Total.	Total previous year.	1916-17.	1915-16.	
...	...	...	...	...	*1	...	15	4	
1	...	...	...	...	8	4	241	31	
...	...	...	...	...	...	...	26	33	1
...	...	1	...	...	...	...	45	46	
...	...	...	...	...	...	...	27	36	2
1	...	...	1	...	4	2	102	93	
...	...	...	1	...	...	...	25	26	3
...	...	...	...	...	...	...	21	12	
...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	3	2	
1	...	...	...	...	...	2	128	129	5
11	...	...	6	...	9	9	631	515	
4	...	...	...	...	1	1	23	19	6
3	...	...	...	...	8	...	56	42	
5	...	...	1	...	1	3	229	243	
15	...	1	7		21	11	858	740	
5	...	...	1	...	2	3	244	247	
16	...	1	7	...	29	15	1,099	821	
...	...	...	...	...	...	2	22	19	
2	...	...	3	...	6	13	135	109	
1½	...	...	...	...	...	...	25	22	1
1	...	...	...	...	4	3	71	80	
...	...	...	...	...	...	...	2	3	2
...	...	...	1	...	1	...	10	7	
...	...	...	...	...	...	...	6	10	3
...	...	...	1	...	...	...	13	14	
...	...	...	1	...	1	1	19	6	4
1	...	...	...	...	...	2	41	47	
...	...	...	...	...	...	...	2	4	5
...	...	...	...	...	...	...	9	12	
...	...	...	2	...	...	...	5	7	6
1	...	...	...	...	...	...	9	11	
...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	3	3	
...	...	...	...	...	...	...	24	35	8
3	...	...	...	...	...	2	58	70	
1	...	...	3	...	1	1	83	86	
6	...	...	2	...	5	7	214	244	

*Not (*a*) passenger (8).

Number of persons reported, during the twelve months ended the 31st March 1917, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number.		13	14	15	17	18	19
		Killed and injured		Bengal Dooars.	Bhavnagar State.	Burma.	Dibru-Sadiya.	Gondal-Porbandar State.	Jamnagar
	SERVANTS—*concld.*								
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—*concld.*								
	Brought forward ...	Killed	...	...	...	3	...	...	...
		Injured	...	...	...	10	...	2	...
9	From falling off engines, etc., during the travelling of trains.	Killed	...	...	...	...	...	...	...
		Injured	...	...	...	2	...	...	...
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed	...	...	...	...	...	...	...
		Injured	...	...	...	...	...	...	...
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed	...	...	1	...	...	...	...
		Injured	...	...	...	2	...	...	...
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	...	...	...	...	...	...	...
		Injured	...	...	...	...	...	...	...
13	Whilst working on the permanent-way, sidings, etc.	Killed	...	...	...	2	...	...	...
		Injured	...	...	...	...	...	...	...
14	Whilst attending to gates at level-crossings ...	Killed	...	...	...	...	...	...	...
		Injured	...	...	...	...	...	...	...
15	Whilst walking, crossing, or standing on the line on duty.	Killed	...	...	...	3	...	...	...
		Injured	...	...	...	1	..	...	...
16	From being caught between vehicles ...	Killed	...	1	...	...	...	...	...
		Injured	...	...	...	...	...	...	...
17	From falling or being caught between trains and platforms, walls, etc.	Killed	...	...	1	1	...	...	...
		Injured	...	...	...	...	...	...	...
18	Whilst walking, etc., on the line on the way home or to work.	Killed	...	...	...	1	...	...	...
		Injured	...	...	...	...	...	...	...
19	Miscellaneous	Killed	...	...	...	4	...	..	...
		Injured	...	...	...	3	...	...	...
	TOTAL ...	Killed	...	1	2	14	...	...	...
		Injured	...	...	...	18	...	2	...
	TOTAL SERVANTS ...	Killed	...	1	...	17	...	...	...
		Injured	...	...	2	23	..	2	...
	OTHERS.								
1	Whilst passing over the railway at level crossings.	Killed	...	...	...	2	1	...	...
		Injured	...	...	...	4	...	...	...
2	Trespassers	Killed	...	3	...	49	9	2	...
		Injured	...	1	...	14	1	...	...
3	Suicides	Killed	...	...	...	2	...	1	1
		Injured	...	...	...	...	...	...	...
4	Miscellaneous	Killed	...	...	...	1	...	...	...
		Injured	...	1	...	1	...	...	...
	TOTAL OTHERS ...	Killed	...	3	...	54	10	3	1
		Injured	...	2	...	19	1	...	...
	TOTAL ALL CLASSES ...	Killed	...	7	2	81	10	3	1
		Injured	...	4	2	69	1	8	...

DIX 30—*concld.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons and classifying, as far as practicable, the nature and causes of the death or injury.

20 (*a*) to (*e*).	21	22	25	26	2′ 6″ and 2′ 0″ Gauge lines worked independently and not included in the previous railway systems.		Total all gauges.		Serial number.
Jodhpur-Bikaner.	Junagad State	Morvi.	Rohilkund and Kumaon.	Udaipur-Chitorgarh.	Total.	Total previous year.	1916-17.	1915-16.	
1	...	...	3	...	1	1	83	86	
6	...	...	2	...	5	7	214	244	
...	...	...	...	...	1	1	15	11	9
...	...	...	...	...	3	3	53	50	
...	...	...	...	...	...	...	5	3	10
...	...	...	...	...	...	...	14	19	
...	...	...	...	...	...	1	17	16	11
1	...	...	...	...	2	...	47	56	
...	...	...	...	...	...	...	3	1	12
...	...	...	...	...	1	...	19	11	
...	...	...	...	...	1	1	27	29	13
...	...	...	...	...	...	...	30	15	
...	...	...	...	...	...	...	11	19	14
...	...	...	...	...	...	...	8	5	
...	...	...	...	...	...	...	134	152	15
1	...	...	1	...	...	1	104	102	
...	...	...	...	...	...	...	16	5	16
...	...	...	...	...	1	...	12	12	
...	...	...	...	...	...	...	11	3	17
...	...	...	...	...	...	1	18	11	
...	...	...	...	...	...	...	23	29	18
...	...	...	...	...	...	1	15	21	
...	...	...	...	...	...	2	59	60	19
3	...	...	...	...	...	...	124	141	
1	...	...	3	...	3	4	404	414	
11	...	...	3		12	15	658	687	
1	...	...	3	...	4	6	426	433	
13	...	...	6	...	17	28	793	796	
...	...	...	...	...	...	...	48	40	
...	...	1	1	...	...	...	39	35	1
5	1	...	17	...	7	8	1,363	1,315	
6	...	...	8	...	24	13	454	456	2
1	...	1	4	...	3	4	239	245	
...	...	...	...	...	...	...	9	8	3
2	...	...	...	...	2	...	81	127	
3	...	...	...	...	7	6	38	68	4
8	1	1	21	...	12	12	1,731	1,738	
9	...	1	9		31	16	540	536	
14	1	1	25	...	18	21	2,401	2,418	
38	...	2	22	...	77	59	2,432	2,153	

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	1									
	Bengal-Nagpur.									
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	5	5	...	6	...	3	...	9
3. Collisions between goods trains or parts of goods trains.	...	37	37	...	...	1	6	1	6
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	7	7	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	62	62	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	19	19	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	1	6	7	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	146	146	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	36	36	*10	*2	1	7	11	9
11. Trains running through gates at level-crossings.	...	2	2	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12 (a). The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...
13 The failure of machinery, springs, etc., of engines.	...	1	1	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	3	3	...	...	...	...	...	...
16. Ditto of axles	1	2	3	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	2	2	...	...	...	...	...	...
18. Ditto of couplings ...	1	83	84	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	41	41	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	4	4	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	17	17	...	...	...	...	...	...
23. Fire in trains	...	6	6	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	14	14	...	*4	...	...	...	4
25. Other accidents	...	65	65	*2	*1	...	1	2	2
Total all classes ...	3	558	561	*12	†13	2	17	14	30

* Not passengers.
Of these seven were not passengers.

DIX 31.

ended the 31st March 1917, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

2 (*a*) to (*l*).									3 (*a*) to (*e*).									
BOMBAY, BARODA AND CENTRAL INDIA.									EASTERN BENGAL.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	1	1	...	...	...	1	...	1	3	...	3	...	5	1	7	1	12	2
...	5	5	...	...	...	1	...	1	1	...	1	...	...	...	...	...	...	3
...	10	10	...	...	...	1	...	1	1	...	1	...	...	...	...	...	...	4
1	7	8	2	8	2	...	4	8	9	...	9	...	...	...	...	...	...	5
1	17	18	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	6
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	655	655	...	...	...	...	...	...	2	256	258	...	...	...	...	...	...	9
...	22	22	...	...	...	1	...	1	1	5	6	*1	*1	...	...	1	1	10
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	..	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	38	38	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	12(*a*)
1	98	99	...	...	...	3	...	3	...	18	18	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
1	4	5	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	16
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
1	143	144	...	...	...	...	...	...	...	32	32	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	51	51	..	...	...	...	...	...	...	23	23	...	...	...	...	...	...	20
1	6	7	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	21
...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	14	14	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	2	...	2	...	...	4	...	4	...	24
1	133	134	...	10	...	1	...	11	1	11	12	*1	...	...	...	1	...	25
7	1,212	1,219	2	18	2	8	4	26	20	361	381	*2	†6	5	7	7	13	

* Not (*a*) passenger(s).
† One of these was not a passenger.

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	4								
	East Indian.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	3	...	3	1	19	...	2	1	21
3. Collisions between goods trains or parts of goods trains.	7	5	12	*3	†3	1	5	4	8
4. Collisions between light engines ...	...	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	2	3	5	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	11	11	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	4	12	16	...	14	...	3	...	17
8. Trains running into stations or sidings at too high a speed.	2	4	6	...	...	...	4	...	4
9. Trains running over cattle on the line.	...	621	621	...	...	...	...	...	...
10. Trains running over obstructions on the line.	6	20	26	*1	*5	2	1	3	6
11. Trains running through gates at level-crossings.	...	1	1	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(*a*). The bursting of tubes, etc., of engines.	...	17	17	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	94	94	...	...	...	...	...	...
14. The failure of tyres	1	...	1	...	...	...	...	...	...
15. Ditto of wheels	...	2	2	...	...	...	...	...	...
16. Ditto of axles	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	1	1	...	...	...	...	...	...
18. Ditto of couplings ...	3	180	183	...	...	...	2	...	2
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	9	9	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	6	6	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains	1	13	14	...	...	...	2	...	2
24. Fire at stations, or involving injury to bridges or viaducts.	...	21	21	...	...	...	...	...	...
25. Other accidents	13	31	44	*1	‡5	2	10	3	15
Total all classes ...	42	1,053	1,095	†3	§46	5	29	11	75

* Not (a) passenger(s).
† Of these two were not passengers.
‡ Of these three were not passengers.
§ Of these ten were not passengers.

DIX 31—*contd.*

ended the 31st March 1917, as having occurred on the several railways open for traffic in *and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

5 (*a*) to (*g*). GREAT INDIAN PENINSULA.									6 MADRAS AND SOUTHERN MAHRATTA.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	2	2	...	...	...	...	...	...	1	...	1	...	...	...	..	...	..	1
1	15	16	...	16	...	4	...	20	...	...	...	...	...	...	...	...	..	2
1	104	105	..	...	...	1	...	1	...	3	3	...	...	...	...	...	...	3
...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
1	26	27	...	...	...	1	...	1	7	...	7	...	9	...	...	...	9	5
1	350	351	...	...	...	2	..	2	...	6	6	...	...	...	...	...	...	6
...	24	24	...	9	...	...	...	9	4	4	8	...	19	...	3	...	22	7
...	17	17	...	...	...	...	..	...	...	1	1	...	...	...	...	...	..	8
...	847	847	...	...	...	...	...	...	4	976	980	...	...	...	...	...	.	9
...	25	25	*2	*2	...	...	2	2	1	14	15	*3	*7	...	...	3	7	10
...	4	4	...	...	1	...	1	...	...	2	2	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	93	93	...	...	...	2	...	2	...	80	80	...	...	...	...	...	...	12(*a*)
...	260	260	...	...	...	...	...	...	...	79	79	...	...	...	...	...	...	13
...	1	1	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...	14
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	12	12	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	16
...	12	12	...	...	...	...	...	...	...	1	1	...	...	...	...	..	...	17
3	256	259	...	...	...	8	...	8	...	15	15	...	...	...	...	...	..	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	38	38	...	..	...	...	...	...	1	58	59	...	1	...	...	...	1	20
1	7	8	...	...	...	...	...	...	9	8	17	...	...	...	1	...	1	21
...	4	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	22
...	194	194	...	14	...	...	...	14	1	7	8	2	10	...	...	2	10	23
...	61	61	...	...	...	3	...	3	...	6	6	...	...	...	...	...	...	24
...	252	252	...	†3	...	...	...	3	4	175	179	...	...	2	7	2	7	25
8	2,612	2,620	*2	†44	1	21	3	65	33	1,443	1,476	§5	‡46	2	11	7	57	

* Not (a) passenger(s).
† Of these two were not passengers.
‡ Of these seven were not passengers.
§ Of these three were not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	7								
	Nizam's Guaranteed State.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	1	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	1	1	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	2	...	2	...	17	...	2	...	19
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	8	8	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	370	370	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	1	1	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	3	3	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	21	21	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings... ...	...	3	3	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	3	3	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	2	2	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	...	...	...	...	...	...
25. Other accidents	...	3	3	...	...	...	...	...	...
Total all classes ...	2	419	421	...	17	...	2	...	19

DIX 31—*contd.*

ended the 31st March 1917, as having occurred on the several railways open for traffic in *and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

8 (*a*) to (*o*) & (*q*) to (*s*).									9									
North Western.									Oudh and Rohilkhand.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
4	2	6	10	34	...	1	10	35	...	1	1	...	...	...	...	...	...	2
3	10	13	...	3	...	1	...	4	...	1	1	...	...	...	...	...	...	3
...	11	11	...	...	...	5	...	5	...	...	...	...	...	...	..	...	...	4
20	8	28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
2	200	202	...	...	...	1	...	1	...	10	10	...	...	...	...	...	...	6
...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
1	1	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	8
...	735	735	...	...	...	...	...	...	...	279	279	...	...	...	...	...	...	9
5	17	22	*2	*4	1	...	3	4	...	1	1	...	...	...	...	...	...	10
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	19	19	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	12(*a*)
...	72	72	...	...	...	...	...	...	...	24	24	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	1	1	...	..	...	...	...	...	14
1	1	2	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	15
...	4	4	...	...	..	...	...	.	.		...	...	...	...	...	..	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	39	39	...	...	...	...	...	...	...	32	32	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	38	38	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	20
2	54	56	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	21
...	8	8	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
1	13	14	...	...	...	...	...	...	1	1	2	...	...	...	1	...	1	23
...	11	11	...	...	1	1	1	1	...	...	...	...	...	...	...	...	...	24
2	107	109	...	...	1	1	1	1	...	11	11	...	...	..	...	...	...	25
41	1,356	1,397	†12	‡41	3	10	15	51	1	374	375	...	...	...	1	...	1	

* Not (a) passenger (s).
† Two of these were not passengers.
‡ Four of these were not passengers.

Accidents *to* trains, rolling-stock, permanent-way etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of persons*

Description.	10								
	South Indian.								
	Number of accidents reported to Local Governments under section 3 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	1	1	..	7	...	3	..	10
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	4	4	...	5	...	1	...	9
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	..	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	..	6	6	...	17	...	...	...	17
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	8	8	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	..	22	22	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	1	1	...	...	...	...	...	..
9. Trains running over cattle on the line.	...	1,543	1,543	...	...	...	...	..	...
10. Trains running over obstructions on the line.	...	16	18	...	†1	...	...	...	1
11. Trains running through gates at level-crossings.	...	...	...	...	..	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	..
12 (a). The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	...	...	...	..	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	15	15	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	7	7	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	8	8	...	...	...	...	...	...
22. Slips in cuttings or embankments* ...	...	26	26	...	...	...	...	...	...
23. Fire in trains	...	10	10	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	1	1	...	...	...	...	...	...
Other accidents	...	16	16	...	3	...	1	...	4
Total all classes	...	1,686	1,686	...	†33	...	8	...	41

* Not a passenger.
† Of these one was not a passenger.

DIX 31—*contd.*

ended the 31st March 1917, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

11									12										
ASSAM-BENGAL.									BENGAL AND NORTH WESTERN.										
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	...	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	1	2	3	...	...	...	1	...	1	2
2	1	3	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	3
—	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	4
2	...	2	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	5
	3	3	...	...	...	...	...	...	...	5	5	...	...	...	1	...	1	6
...	...	...	...	...	...	...	...	...	...	3	3	..	...	...	...	..	...	7
...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	8
2	49	51	...	...	...	...	...	...	...	198	198	...	...	..	...	...	...	9
...	2	2	...	...	...	...	...	...	...	8	8	...	*1	...	...	...	1	10
..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	1	1	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	12(a)
..	15	15	...	...	...	...	...	...	...	18	16	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
..	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
.	15	15	...	...	...	...	...	...	...	42	42	...	...	...	...	...	...	18
	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	1	1	...	..	...	...	...	...	20
..	8	8	...	...	...	...	...	...	1	10	11	...	...	...	2	...	2	21
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	3	3	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	23
.	...	...	...	...	...	...	...	..	...	3	3	...	...	...	...	...	...	24
...	8	8	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	25
7	108	115	...	...	...	1	...	1	2	328	330	...	*1	...	4	...	5	

* Not a passenger.

APPEN

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	13									
	Bengal Dooars.									
	Number of accidents reported to Local Governments under section 23 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	1	1	...	...	...	...	...	..
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	2	2	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc , leaving the rails.	...	3	3	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	31	31	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	...	...	...	...	...	...	..	...
11. Trains running through gates at level-crossings.	...	...	...	.	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12. (*a*). The bursting of tubes, etc. of engines.	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc. of engines.	...	1	1	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	.	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	6	6	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
Total all classes ...	...	44	44	...	...	...	...	...	...

DIX 31—*contd.*

ended the 31st March 1917, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

14									15									
Bhavnagar State.									Burma.									
Number of accidents reported to Local Governments under section 93 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 93 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured				Killed.	Injured.	Killed.	Injured.	Killed.	Injured	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	..	1	...	1	...	...	...	...	...	...	5
...	9	9	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	6
...	2	2	...	...	...	...	...	..	...	28	28	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	8
...	18	18	...	...	...	...	...	...	4	189	193	...	...	1	...	1	...	9
...	...	...	...	...	...	...	...	...	1	22	23	...	*4	...	..	...	4	10
...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
...	4	4	...	...	...	...	...	...	...	22	22	...	...	...	...	...	...	13
...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	..	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
1	...	1	...	...	...	..	...	...	...	...	...	...	...	...	..	....	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	18
...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	19
...	1	1	...	...	...	...	...	...	...	3	3	...	...	...	..	...	...	20
...	...	...	...	...	...	...	...	...	3	18	21	...	...	...	3	...	3	21
...	...	...	...	...	...	...	...	...	3	19	22	...	...	2	2	2	2	22
...	1	1	...	...	...	...	...	...	...	82	82	...	...	...	...	...	...	23
...	1	1	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	24
...	3	3	...	...	...	...	...	...	1	76	77	*1	4	...	...	1	4	25
1	40	41	...	...	...	...	...	...	14	511	525	*1	†8	3	5	4	13	

* Not a passenger.
† Of these four were not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description	17 DIBRU-SADIYA. Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others. Killed.	Number of passengers and others. Injured.	Number of servants. Killed.	Number of servants. Injured.	Total all classes. Killed.	Total all classes. Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	...	1	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	1	1	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	77	77	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	...	..	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	22	22	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	...	...	...	...	...	..	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines .	...	...	...	..	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	2	2	..	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	53	53	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	..
15. Ditto of wheels . . .	...	6	6	...	...	...	...	...	...
16. Ditto of axles	...	2	2	...	...	...	...	...	...
17. Ditto of brake apparatus .	...	...	...	...	...	...	...	...	...
18. Ditto of couplings . . .	...	13	13	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	7	7	...	...	...	...	...	...
21. The flooding of portions of permanent way.	...	...	...	...	...	...	...	...	...
22. Ships in cuttings or embankments .	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	...	2	2	...	...	...	...	...	...
Total all lasses ...	...	186	186	...	...	...	...	...	...

DIX 31—*contd.*

ended the 31st March 1917, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

18									19									Number of headings.
GONDAL-PORBANDAR STATE.									JAMNAGAR.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
2	5	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	20	20	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
...	19	19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
7	44	51	...	...	...	...	...	...	...	4		...	...	...	...	...	...	

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	20 (*a*) to (*e*).									
	Jodhpur-Bikaner.									
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collision between passenger trains or parts of passenger trains.	2	...	2	...	...	...	1	..	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	4	1	5	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	1	1	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5 Passenger trains or parts of passenger trains leaving the rails.	8	...	8	..	1	...	...	...	1
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	7	7	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	2	2	...	...	...	...	...	...
9. Trains running over cattle on the line.	7	338	345	...	...	...	...	...	..
10. Trains running over obstructions on the line.	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(*a*). The bursting of tubes, etc. of engines	...	23	23	...	...	...	...	...	...
13. The failure of machinery, springs, etc. of engines.	...	47	47	...	...	...	...	...	
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	1	2	...	...	...	...	...	..
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	20	20	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	..	...	...	...	...
20. Broken rails	...	36	36	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	18	19	37	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	6	6	...	...	...	...	...	...
Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	...	60	60	...	*1	...	1	...	2
Total all classes ...	40	562	602	..	†2	...	2	...	4

* Not (*a*) passenger (*s*).
† One of these was not a passenger.

DIX 31—*contd.*

ended the 31st March 191, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

21									22										
JUNAGAD STATE.									MORVI.										
Number of accidents reported to Local Governments under section 33 of the Indian Railways Act No. IX of 1890.	Number of other accidents	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 33 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured	Killed.	Injured.	Killed.	Injured				Killed.	Injured.	Killed.	Injured	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	4
...	...		...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	5
...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	19	19	...	...	...	...	...		9
...	...	...	...	...	...	...	...	...	...	1	1	...	*1	...	..	...	1	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	4	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12(a)
...	6	6	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
..	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	18
...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	13	13	...	...	...	...	...	...	...	26	26	...	*1	...	...	...	1	

* Not (*a*) passenger(s).

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passenger

25 (*a*) and (*b*).

ROHILKHUND AND KUMAON.

Description.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	..	...	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	..
3. Collisions between goods trains or parts of goods trains.	...	2	2	...	...	...	...	...	...
4. Collisions between light engines .	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	6	6	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	3	3	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	1	6	7	3	.	...	...	3	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	123	123	...	...	...	...	...	...
10. Trains running over obstructions on the line.	1	2	3	...	*1	...	...	...	1
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines .	...	...	...	...	...	...	...	...	...
12(*a*). The bursting of tubes, etc., of engines	1	12	13	...	...	...	3	...	3
13. The failure of machinery, springs, etc., of engines.	...	21	21	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus . .	...	...	...	...	...	...	...	...	...
18. Ditto of couplings . . .	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	15	15	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	2	2	...	...	...	...	...	...
22. Slips in cuttings or embankments .	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	1	1	...	..	...	..	...	..
25. Other accidents	...	4	4	...	...	...	...	...	...
Total all classes . .	3	197	200	3	*1	...	3	3	4

* Not a passenger.

DIX 31—*concld.*

ended the 31st March 1917, as having occurred on the several railways open for traffic *in* - *and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

26									TOTAL.									
UDAIPUR-CHITORGARH.									2' 6" and 2' 0" GAUGES.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured	Killed.	Injured	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	5	1	6	...	...	...	4	...	4	2
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	63	74	137	...	4	...	2	...	6	5
...	...	...	...	...	...	...	...	...	5	98	103	...	...	...	2	...	2	6
...	...	...	...	...	...	...	...	...	5	11	16	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	1	5	6	...	...	...	...	...	...	8
...	24	94	...	...	...	...	...	...	1	65	66	*1	...	...	...	1	...	9
...	...	...	...	...	...	...	...	...	2	6	8	...	...	...	1	...	1	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	28	28	...	...	...	...	...	...	12 (a)
...	...	...	...	...	...	...	...	...	1	104	105	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	2	3	5	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	7	53	60	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	8	16	24	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	10	8	18	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	2	3	5	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	16	33	49	*1	5	...	...	1	5	25
...	24	24	...	...	...	...	...	...	133	518	651	*2	9	...	9	2	18	

* Not (a) passenger(s).

APPEN

Accidents to trains, rolling-stock, Permanent-way, etc., reported during the financial years distinguishing between the different classes of accidents and the number of passengers

Description.	Number of Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890, *i.e.*, serious accidents.		Number of other accidents.		Total number of accidents.	
	1915-16.	1916-17.	1915-16.	1916-17.	1915-16.	1916-17.
1. Collisions between passenger trains or parts of passenger trains	9	5	3	5	12	10
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	15	24	31	38	46	62
3. Collisions between goods trains or parts of goods trains	8	14	155	179	165	192
4. Collisions between light engines	5	1	27	38	32	39
5. Passenger trains or parts of passenger trains leaving the rails	105	116	160	149	265	265
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	17	11	834	898	851	909
7. Trains or engines travelling in the wrong direction through points	10	14	128	140	138	154
8. Trains running into stations or sidings at too high a speed	1	5	32	40	33	45
9. Trains running over cattle on the line	21	20	7,839	7,528	7,860	7,548
10. Trains running over obstructions on the line	11	17	212	200	233	217
11. Trains running through gates at level-crossings	1	...	16	17	17	17
12. The bursting of boilers of engines	...	...	1	...	1	...
12 (*a*). The bursting of tubes, etc., of engines	...	1	301	337	301	338
13. The failure of machinery, springs, etc. of engines	1	2	908	981	909	983
14. The failure of tyres	...	2	13	7	13	9
15. Ditto of wheels	1	2	13	14	14	16
16. Ditto of axles	3	8	69	37	72	45
17. Ditto of brake apparatus	...	1	16	18	16	19
18. Ditto of couplings	11	15	843	961	854	976
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	3	17	3	17
20. Broken rails	1	2	282	321	283	323
21. The flooding of portions of permanent-way	16	44	146	177	162	221
22. Slips in cuttings or embankments	3	13	61	91	64	104
23. Fire in trains	3	6	276	357	279	363
24. Fire at stations, or involving injury to bridges or viaducts	1	3	106	126	107	129
25. Other accidents	34	38	772	1,003	806	1,041
Total	287	364	13,249	13,678	13,536	14,042

Mean mileage worked	36,515
Number of servants employed	636,488
Train-mileage of all descriptions	163,604,000
Number of passengers carried	486,031,000
Passenger-mileage	17,846,064
Per mean mile open—	
Train-mileage of all descriptions	4,480
Number of passengers carried	13,310
Passenger mileage	488,732
Total passengers—	
Killed per million of passengers	0·097
Injured per million of passengers	0·588
Killed per million of passenger-miles	0·003
Injured per million of passenger-miles	0·002

DIX 32.

1915-16 and 1916-17, as having occurred on all railways open for traffic in India, and others, and of railway servants, killed or injured in each class of accident.

Number of passengers and others.				Number of servants.				Total all classes.			
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
1915-16.	1916-17.	1915-16.	1916-17.	1915-16.	1916-17.	1915-16.	1916-17.	1915-16.	1916-17.	1915-16.	1916-17.
...	...	25	7	3	...	3	4	3	...	28	11
...	11	15	85	2	1	3	27	2	12	18	112
*3	*3	...	§6	1	2	17	15	4	5	17	21
...	...	*2	...	...	...	10	6	...	...	12	6
...	2	6	56	2	2	6	5	2	4	12	61
...	...	1	...	3	...	18	6	3	...	19	6
...	3	...	42	1	...	3	6	1	3	3	48
...	...	...	...	...	...	...	4	...	...	...	4
...	*1	*2	...	3	1	2	...	3	2	4	...
†10	*19	‡20	*29	...	4	3	10	10	23	23	39
...	...	*2	...	...	1	1	...	...	1	3	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	5	...	...	...	5
...	...	...	...	...	...	2	3	...	...	2	3
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	5	...	...	...	...	...	...	...	5	...
...	...	...	...	...	...	...	...	...	...	...	...
2	...	4	...	2	...	9	10	4	...	13	10
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	1	...	...	...	...	...	...	...	1
...	...	...	...	...	...	1	6	...	...	1	6
...	...	...	...	...	2	...	2	...	2	...	2
...	2	6	24	...	...	3	3	...	2	9	27
*2	...	...	*4	...	5	...	4	2	5	...	8
2	*6	40	††32	2	5	28	22	4	11	68	54
**19	¶47	‖128	‡‡286	19	23	109	138	38	70	237	424

* Not (*a*) passenger (*s*).
† Of these seven were not passengers.
‡ Of these nineteen were not passengers.
§ Of these two were not passengers.
‖ Of these twenty five were not passengers.
¶ Of these twenty-nine were not passengers.
** Of these twelve were not passengers.
†† Of these five were not passengers.
‡‡ Of these forty were not passengers.

APPENDIX 33.

No. 457 R. P. of 1913.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 14th November 1913.

Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

RESOLUTION.—In supersession of all previous orders on the subject, the following information is published detailing the conditions on which the Government of India will be prepared to receive applications for the grant of financial assistance to companies formed to provide capital for the construction of such branch railways as Government may be prepared to entrust to companies. The terms offered have been made considerably more liberal in several respects.

2. No concession can be granted for the construction of a branch line until the line has been surveyed and detailed estimates of its cost and an adequate report on its traffic prospects have been prepared by an agency approved by the Government of India. When promoters are desirous that such a survey should be made an application should be submitted to the Railway Board in the form prescribed in memorandum B, attached.

3. The conditions on which concessions for the construction of branch lines will be granted are as follows :—

(*i*) The prospectus of the company to be formed for the purpose of providing capital for the line must be submitted to, and approved by, the Government of India before issue. The capital of the company must be expressed in rupees, and subscription must be invited only in India. The amount of capital to be raised will be subject to the approval of the Government of India and the construction of the line will not be begun until the Government of India are satisfied that capital sufficient to meet the estimated expenditure has been subscribed.

(*ii*) The railway shall be built according to plans and estimates approved by the Government of India, and must conform to the fixed and moving dimensions for the time being prescribed. The gauge of the line, the route followed, the situation of stations, and details of a similar character shall be subject to the approval of the Government.

(*iii*) All land in British Territory, which is, in the opinion of the Government of India, required for the construction of the line, will be provided free of charge, including land permanently or temporarily required for quarrying ballast, for brickfields, and similar purposes.

(*iv*) The results of existing surveys will be made available to persons applying for concessions under these rules. In cases where this is considered advisable by the Railway Board, fresh surveys will be made at the request of promoters enquiring into the probable prospects of any projected line, on the understanding that no preferential claim to a concession for the construction of the line is thereby established. If permission be eventually given for the construction of any line, the cost of all surveys, whether special surveys or surveys previously made at the cost of or with the approval of Government, shall be included in the capital cost of the railway. The Government of India expressly disclaim all responsibility for the accuracy of any survey, plan, estimate, or other information supplied by them.

APPENDIX 33—*contd.*

(*v*) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the charges and on the conditions in force for the time being for similar services on State railways.

(*vi*) Railway materials for the construction of the branch line will be carried over railways owned and worked by the State at the special rates charged for similar materials belonging to State railways.

(*vii*) The Government of India will grant financial assistance to approved companies either in the shape of a guarantee of interest, or of a rebate to the branch line company from the net earnings of the main line from traffic interchanged with the branch. Assistance in the latter form can only be promised where the main line is worked by the State; but the Government of India will, in other cases, endeavour to arrange on behalf of the branch line company a similar agreement with the company working the parent line. A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line. In cases where the entire capital is raised by the issue of shares the following terms will apply:—

(*a*) *Guarantee of interest.*—The Government of India will be prepared to guarantee from the close of the period during which interest is payable out of capital interest at the rate of 3½ per cent per annum on the approved paid-up share capital of the company to the end of the financial year in respect of which the dividend is declared, subject to the condition that all surplus profits which may be earned by the company after paying interest on the paid-up share capital at the rate of 5 per cent shall be equally divided between the Government and the company. This guarantee, where given, will remain in force until the line is purchased by the Government. Any sums payable by the Government under the guarantee shall be payable in rupees.

(*b*) *Rebate.*—When the branch line connects with a railway owned and worked by the State, the Government of India will be prepared to allow the company in respect of and at the end of each financial year, by way of rebate, such a sum, not exceeding in any year the net earnings (exclusive of earnings derived from the carriage of revenue stores) from traffic interchanged between such State railway and the branch line as shall, together with the net earnings of the branch line, make up an amount equal to interest at the rate of 5 per cent per annum on the approved paid-up share capital of the company. This undertaking will be subject to the proviso that, when the net earnings of the company, without the assistance of a rebate, suffice to pay interest at a rate exceeding 5 per cent on the paid-up share capital, the surplus shall be divided equally between the Government and the company. The payment of rebate shall commence at the close of the period during which interest is payable from capital. Payments on account will, subject to subsequent adjustment, be permissible at the end of each half-year. For the purpose of calculating the rebate, the net earnings of the main line from traffic interchanged with the branch, will be assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole main line system, including the branch, bear to the gross earnings of the whole system.

(*viii*) (*a*) If, in the case of a concession granted under either of the conditions of the foregoing paragraph, it be intended by the branch line company to construct and work the branch line itself, the amount to be spent each year on working expenses will be subject to the approval and sanction of the Government of India.

(*b*) In such cases the Government of India may from time to time appoint any one person to be a Director of the branch line company who shall be *ex-officio* a member of all Committees appointed by the Board of Directors of the company or by the company in relation to the undertaking or any other matter connected therewith, and shall have power to exercise at his discretion an absolute veto in all proceedings of the Board of Directors and shall not be removable except by the Government of India, and may act by a Deputy appointed by the Government of India.

(*c*) If a branch line company, which has been granted financial assistance under clause *vii* (*a*) above and permitted to work the railway by its own agency, be guilty of any breach of contract or of gross mismanagement, or if the working expenses of the railway exceed the gross earnings for six consecutive

APPENDIX 33—*contd.*

half-years, the Government of India may at any time, after giving six months' notice, assume the working of the railway by State or any other agency. If the working of the line is so assumed, the terms of working will be fixed by Government.

(*ix*) Where the main line is a railway owned and worked by the State, the main line administration will, if it is so desired, work the branch line for a percentage of the gross earnings of the branch. When the branch and main line are of the same gauge this percentage will usually be that obtaining on the whole system, including the branch, from time to time, but will not in any case exceed 50 per cent of the gross earnings of the branch from all sources, and will include all charges on account of the use of the main line rolling-stock, subject to the condition that the company shall, if and when required to do so during the continuance of the working contract, bear the capital portion of the cost as stated by Government of strengthening the permanent-way and bridges of the branch line to enable the rolling-stock for the time being of the working railway to be used on it without restriction. Where the gauges are not the same, special working terms will be fixed in each case. When the main line is not worked by State agency, the Government of India, if desired to do so by the branch line company, will endeavour to negotiate similar terms for working with the main line administration.

(*x*) No capital expenditure by the branch line company shall be recognised, as between the Government of India and the company, unless the prior sanction of the Government of India to that expenditure has been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Government of India or the Secretary of State, or to borrow money, otherwise than for purely temporary purposes, except on conditions to be specified by these authorities.

(*xi*) Any unexpended capital which the company may have shall be invested or deposited at interest in a manner to be approved by the Government of India and in the name of the company, not in that of the Managing Agents, and the return therefrom shall be treated as net earnings of the railway.

(*xii*) The branch line company, if so required, shall keep accounts in forms approved by the Government of India, and they shall supply, free of charge, all accounts required by the Government. The accounts will be subject to audit by officers appointed by the Government.

(*xiii*) Funds for the execution of new works chargeable to capital, which may be found to be necessary for the safety, economy, or efficiency of working after the branch railway has been opened to public traffic, shall be provided by the branch line company. Such works, and their cost shall, when the branch railway is worked by the main line administration, be agreed upon between the branch line company and the main line administration before they are undertaken; in the event of any difference of opinion as to the necessity for, or the cost of, any such work, the matter shall be referred to the Railway Board, whose decision shall be final.

In the event of the branch line company failing to provide, after six months' notice, any additional capital for work required under this condition or conditions (*ii*) and (*ix*) above, the Government of India shall be at liberty to supply the necessary funds, and to carry out the work, and shall be entitled to receive from the sums payable to the branch line company, by way of net earnings or rebate, interest at 5 per cent (or any lower rate that it may in special cases agree to accept) on funds so applied.

(*xiv*) Subject to the law for the time being in force, payment out of capital will be sanctioned, during a period which may extend to the close of the half-year in which the railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings, shall be required to pay interest at a rate to be agreed upon on the paid-up capital of the company.

(*xv*) Such expenses on account of administration of the branch line company as the Government of India may sanction may be charged during construction to the capital account of the company, and with effect from the date on which the line is opened for traffic throughout will be charged as follows: —

(*a*) if the branch line company works its own line, as part of the working expenses of the line;

APPENDIX 33—*contd.*

(*b*) if the company's line is worked by the main line administration,

(1) when the net earnings do not suffice to pay interest at 5 per cent (or suffice to pay only 5 per cent) on the paid-up share capital of the company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working agency:

(2) when the net earnings exceed 5 per cent on the paid-up share capital of the company, as a first charge on surplus profits before division; provided that, if the surplus profits are insufficient to meet the administration charges, the balance will be paid by the working agency out of the stipulated percentage of the earnings of the branch taken by it.

(*xvi*) The rates and arrangements in force on State railways as regards services rendered to other departments of State shall apply to the branch line. The branch line company shall also be liable when called on to provide, at such stations as may be ordered by Government, buildings for post office and quarters for post office staff at a charge not exceeding 7½ per cent per annum on the capital cost of the said buildings and quarters.

(*xvii*) The Government of India reserve the right to fix and vary from time to time the classification of goods for tariff purposes, and the maximum and minimum rates for each class of goods and for passengers. They also reserve a general right of control in respect of the number and timing of trains.

(*xviii*) During the first year after opening of the branch line, or part thereof, the expenditure incurred on the maintenance of the line may be charged to capital.

(*xix*) Notwithstanding anything in the preceding clauses, expenditure due to extraordinary accidents and casualties, or to defects and their consequence in the construction of the line or in any part thereof shall be met by the branch line company, in addition to the percentage of earnings payable to the main line as working expenses, and shall be charged against the branch line net earnings, or against capital, according to circumstances, in accordance with the general usage on Indian railways.

(*xx*) All agreements for lines constructed under these terms shall include a special purchase clause permitting the Government of India to purchase the lines at any time, after giving one year's notice, in the following cases:

(1) When the Government of India consider it desirable that the gauge of the branch line should be altered.

(2) When it is desired to convert the branch line into a line of through communication.

(3) When the Government of India desire to extend the branch line (without altering the gauge or making the line part of a through route), and the branch line company is unable or unwilling to supply the necessary capital for such extension.

In the event of a line being purchased under this clause, the price payable shall be 25 times the average net earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, or 115 per cent of the capital expenditure on the line, whichever may be the greater. All payments shall be made on a rupee basis.

(*xxi*) The agreements shall also include an ordinary purchase clause permitting the Government of India to purchase the lines at the expiry of 30 years from the date on which the railway was declared open for traffic or at subsequent intervals of 10 years, subject to the condition that at least one year's previous notice of the intention to purchase has been given. The price payable on purchase under this clause shall be 25 times the average net annual earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, subject to a maximum of 120 per cent and a minimum of 100 per cent of the capital expenditure on the line at the time of purchase. All payments shall be made on a rupee basis.

4. Applications for concessions under these orders should be submitted in the forms prescribed by Memorandum A attached to this Resolution. Copies of the forms may be obtained on application to the Secretary to the Railway Board. Requests from promoters

APPENDIX 33—*contd.*

for information as regards existing surveys, or for new surveys—*vide* paragraph 3 (*iv*)—should be addressed to the Secretary to the Railway Board. Applications for new surveys should contain the information required by Memorandum B hereto attached.

The Secretary to the Government of Madras, Public Works Department, Railways.
The Secretaries to the Governments of Bombay, Bengal, Burma, the United Provinces of Agra and Oudh, the Punjab, and Bihar and Orissa, Public Works Department.
The Honourable the Resident at Hyderabad.
The Honourable the Resident in Mysore and Chief Commissioner, Coorg.
The Honourable the Chief Commissioners of the Central Provinces and Assam.
The Honourable the Agents to the Governor General for Rajputana, Central India and Baluchistan.
The Honourable the Agent to the Governor General and Chief Commissioner, North-West Frontier Province.
The Accountant General, Railways.
The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Burma, Chittagong, Southern India, and Indian Chambers of Commerce and the Indian Merchants' Chamber and Bureau.

ORDER.—Ordered that this Resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

T. RYAN,

Secretary, Railway Board.

Documents accompanying.

Enclosure No. I.—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with Form A and Appendix A.

Enclosure No. II.—Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway by the Railway Board.

APPENDIX 33—*contd.*

Enclosure No. I (with Form A and Appendix A) to Government of India Resolution No. 457 R. P. of 1913.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by State or to railways worked by Companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Railway Board.

2. All such applications shall be printed, and shall be drawn up, as far as may be in Form A attached hereto, and shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge, the weight of rails, etc.;

(*e*) motive power to be employed;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway;

(*g*) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration under which the proposed line, when constructed, is to be leased out for working by such Railway Administration, the exact nature and terms of such agreement;

(*h*) the charges proposed by the applicants for floating the branch company;

(*i*) the charges proposed on account of the general administration of the branch company's affairs;

(*j*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the Rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. If Government are prepared to entertain an application put forward in respect of a line that has already been surveyed, permission will be accorded on application to the Secretary to the Railway Board, to inspect, at all reasonable hours, the detailed plans, sections, and estimates at the disposal of Government; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter, is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

APPENDIX 33—*contd.*

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the Company, person or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in; through, or into, or near which, the railway is intended to be constructed.	
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	*Reference to an Appendix* (vide *Appendix A*) *may be here given if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	
8	The charges proposed by the applicants for floating the branch company.	
9	The charges proposed on account of the general administration of the branch company's affairs.	
10	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX 33—*contd.*

Appendix A.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger fares—		
1st class	...	...
2nd class	...	...
Intermediate class	...	...
3rd or lowest class	...	...

	Maximum. Pies per mile.	Minimum. Pies per mile.
Carriages—		
Single carriage	...	...

	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck	...	...

	Maximum. Pies per mile.	Minimum. Pies per mile.
Horses—		
Single horse	...	...

	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	...	...

Parcels and luggage—

If it is proposed to adopt the rates approved by the Indian Railway Conference Association, it will be sufficient to state this fact; otherwise the rates proposed should be stated.

	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	...	...
4th „	...	...
3rd „	...	...
2nd „	...	...
1st „	...	...
Special class	...	...
X class (Explosives, including dangerous goods)	...	

APPENDIX 33—*concld.*

Enclosure No. II to Government of India Resolution No. 457 R. P. of 1913.

MEMORANDUM B.

Information to be supplied by persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at the cost of Government.

1. All such applications shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge and the motive power to be employed;

(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing Railway Administration, the nature of the contemplated agreement shall be specified.

2. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show the general course and direction.

APPENDIX 34.

No. 969 R.P. OF 1914.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 13th March 1914.

Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by Companies.

READ—

Railway Department (Railway Board) Resolution No. 457 R.P., dated the 14th November 1913.

OBSERVATIONS.—It has been represented that it will facilitate the raising of capital for the construction of feeder railways under the Resolution cited above if a part of the required capital be provided on guarantee terms and the balance on rebate terms.

The Government of India have accordingly resolved to modify Resolution No. 457 R.P., dated the 14th November 1913, in order to permit of the capital required for feeder lines being raised in the manner proposed.

RESOLUTION.—*For* the sentence "A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line" in clause 3 (*vii*) of the Resolution of 1913, *substitute* the following :—

> "A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same capital; but capital may be raised for the same branch line, partly under the guarantee system and partly under the rebate system."

After clause 3 (*vii*) (*b*) of the Resolution *add* the following new clause :—

> "(*c*) *Combination guarantee and rebate terms.*—When the capital of a branch line has been raised partly on guarantee and partly on rebate terms, the Government of India will allow in respect of the share capital issued on the $\frac{\text{guarantee}}{\text{rebate}}$ system the amount (if any) which would have been due on such share capital from time to time had the entire capital been raised on $\frac{\text{guarantee}}{\text{rebate}}$ terms"

ORDER.—Ordered that this Resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

The Secretary to the Government of Madras Public Works Department, Railways.
The Secretaries to the Governments of Bombay, Bengal, Burma, the United Provinces of Agra and Oudh, the Punjab and Bihar and Orissa, Public Works Department.
The Honourable the Resident at Hyderabad
The Honourable the Resident in Mysore and Chief Commissioner, Coorg.
The Honourable the Chief Commissioners of the Central Provinces and Assam.
The Honourable the Agents to the Governor-General for Rajputana, Central India and Baluchistan.
The Honourable the Agent to the Governor-General and Chief Commissioner, North-West Frontier Province.
The Accountant General, Railways.
The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Burma, Chittagong, Southern India and Indian Chambers of Commerce and the Indian Merchants' Chamber and Bureau.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

T. RYAN,

Secretary, Railway Board.

APPENDIX 35.

RESOLUTION No. $\frac{1894}{86}$ P. OF 1915.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 7th January 1915.

Grant of special concessions to Branch Line Companies formed for the construction of railways in Assam.

Observations.—The Government of India have recently had under their consideration the question of adopting further means to encourage the construction of feeder railways in the Province of Assam. It has been recognised that improved means of communication are essential if the material development of which that Province is capable, is to be brought about, but that, in the present partially developed state of large tracts, the immediate financial prospects of branch railways constructed in those tracts are less favourable than are the prospects of similar railways in other Provinces of India. In these circumstances the Government of India consider that in order to encourage the formation of companies for the construction of feeder railways in partially developed tracts in Assam some increased measure of financial assistance is required during the early years after the opening of such railways and before the country traversed has attained to that state of development to which the existence of a railway may be expected to conduce. The Government of India have therefore decided with the approval of His Majesty's Secretary of State in Council of India that the Assam Administration may in approved cases supplement the financial assistance by way of guarantee the grant of which at the charge of Imperial revenues is contemplated by the Government of India Resolution No. 457 R. P., dated the 14th November 1913.

Resolution.—In the case of branch line companies formed for the construction of railways in partially developed tracts in Assam the Government of India will be prepared, provided the conditions implied in the foregoing Observations are fulfilled, to sanction an arrangement by which, in addition to the Imperial guarantee of $3\frac{1}{2}$ per cent contemplated in clause 3 (*VII*) (*a*) of their Resolution No. 457 R. P., dated 14th November 1913, the Assam Administration shall undertake for a fixed term of years to make good to the branch line company the sum necessary to increase the rate of dividend to $4\frac{1}{2}$ per cent on the paid up capital of the company when its net earnings are insufficient to admit of the payment of a dividend at this rate. The period during which the Assam Administration will undertake this liability must depend on the circumstances of each individual case and the prospects of early development which it presents. In all other respects the orders for the time being in force regarding the formation of companies for the construction of feeder railways in other parts of India will apply to the formation of companies for a like purpose in the province of Assam.

ORDER.—Ordered that this Resolution be forwarded for information to the Government of Assam and that the same be published for general information in the *Gazette of India*.

T. RYAN,

Secretary, Railway Board.

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